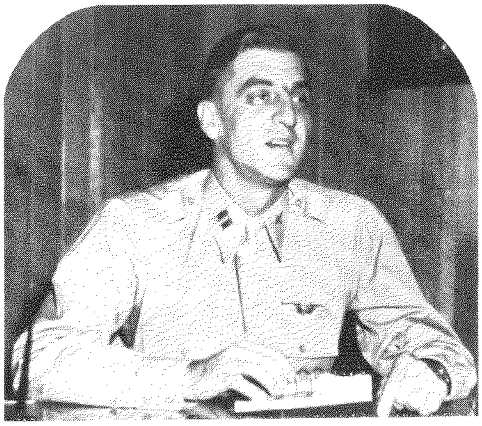
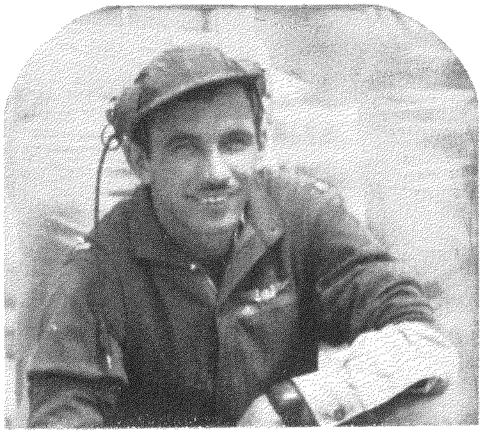
[redacted]

IN MEMORIAM

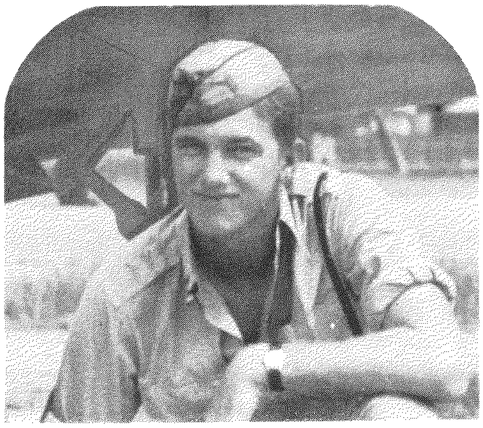
And when the stream
Which overflowed the soul was passed away
A consciousness remained that it had left,
Deposited upon the silent shore
Of memory, images and precious thoughts,
That shall not die, and cannot be destroyed.
—Wordsworth.



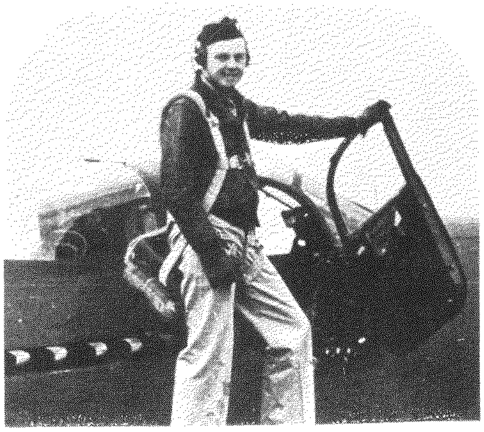
Major
Donald A. Simpson
Dec. 7, 1916 - July 19, 1943



Captain Paul C. May
July 5, 1918 - July 17, 1943



Lt. James J. Handley
March 4, 1920 - July 17, 1943



Lt. Willis F. Schmidt
Jan. 16, 1921 - Oct. 20, 1943

B-17

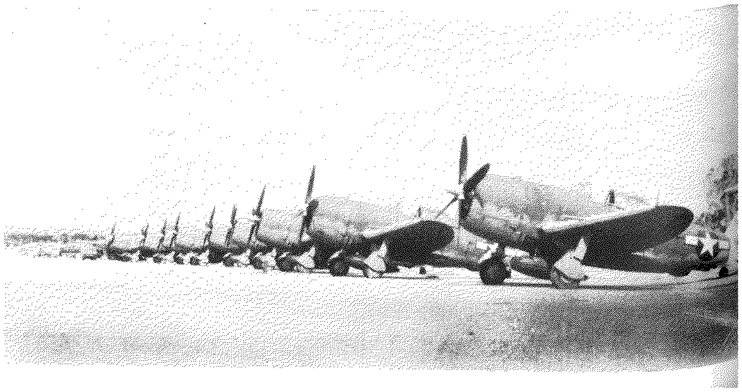
You hear the roar of propeller blades cutting their way through the icy thinness of the stratosphere. Up high in the heavens the winds howl like a thousand demons attempting in their fury to tear her asunder, but deep within this mighty bird beats a tireless heart of steel. The rhythmic throb of four powerful engines of 5,000 horsepower fears no devils of the sky. With her guns to protect her, and her brain manipulated by two trustworthy pilots, her course plotted by a master navigator, and a load of death that wreaks havoc with her enemies, what has she to fear? She is Queen of the skies. She is the Flying Fortress—the B-17.

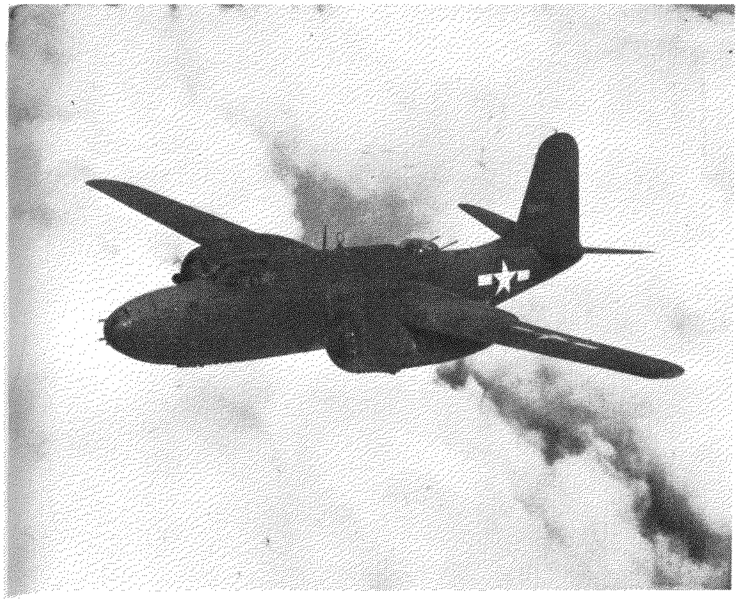
* * * * *

P-38

A bolt of fire goes flashing past, zooming through the skies, quickly climbing higher and higher and vanishing into the blue beyond. A two-engined message of death with her 20 mm. cannon and four machine guns bristling from her nose, she is the scourge of the skies, hated by her enemies for powers in dealing out death in the battle of the air. She lives up to her name, "The Lightning," for she is a streak of lightning hurtling across the blue at better than 400 m.p.h. in a never ending search for her target. Not only a bolt of lightning but a missile of destruction is she, for the sight of her spells doom to those who cross her path. She is the Lightning—the P-38.

* * * * *

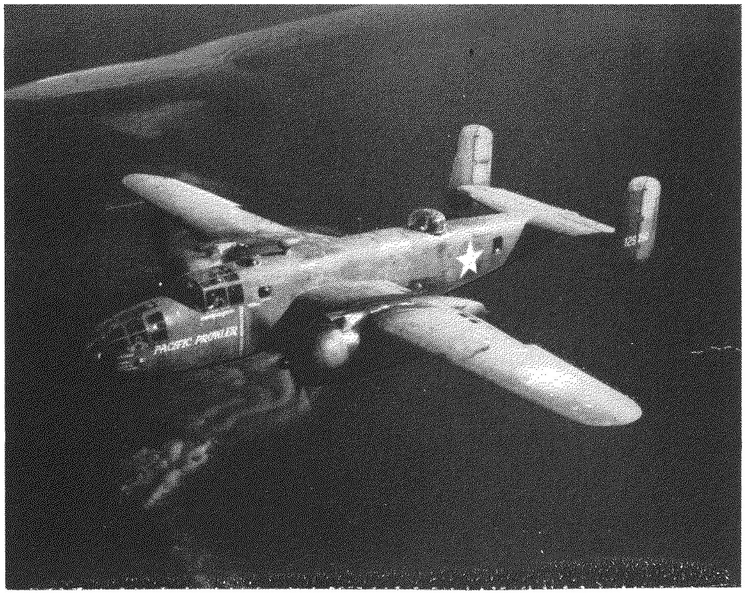




A-20

A double purpose ship, using both attributes with deadly accuracy and ability, is the A-20. This night-fighter-bomber has twin engines of 1,800 horsepower, each giving her plenty of speed and durability as she streaks down from out of the skies at upward of 350 m.p.h., spraying lead from her eight machine guns, dropping her 4,000 pound bomb load. With her crew of three she is used primarily to disrupt the enemy supply lines, attack troop concentrations, ships, and fixed installations. Performing her duties with thoroughness, she leaves a job well done. She is the Boston. She is the A-20.

* * * * *



B-25.

The plane that has made a name for itself, especially in the Southwest Pacific, is the well-known B-25. Little need be told of her deeds. Powerfully fortified with fourteen machine guns, a 75 millimeter cannon and a two-ton bomb capacity, she has blasted Japanese shipping from the seas in the now famous Battles of the Pacific. Sweeping low over enemy airfields at higher than 320 m.p.h., strafing and bombing, she will always be remembered by the foe. With two powerful 1,800 horsepower engines, and her gallant crew of five, she sweeps the skies daring the enemy to come and do battle with her. She is the Mitchell. She is the B-25.

* * * * *

AIR CORPS SUPPLY

No engine's roar, no whine of lead,
No shrapnel bursting overhead,
No cloud filled skies to travel through,
No world below us, 'neath the blue.
No, none of these to catch our eye,
Ours is the job—Air Corps Supply.

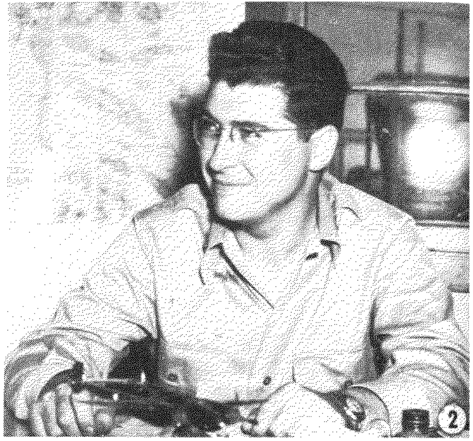
No order comes too large or small,
We try our best to fill them all;
From tail assemblies, wheels and brakes,
To landing lights and armor plates;
From aircraft engines to a screw,
For bombers, fighters, transports, too.

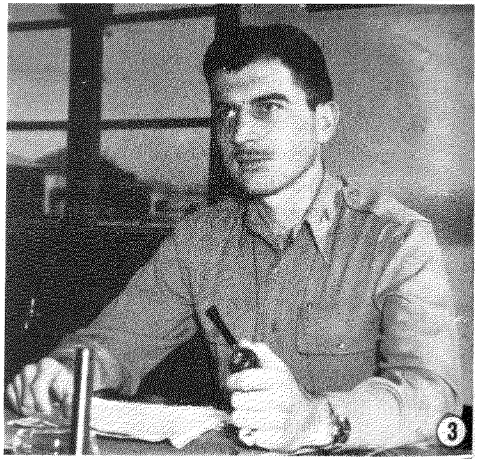
There's parts to pack and goods to check,
Yeah, "pencil pushin'," too, by heck!
There's railway problems we must fight,
And boats to load till late at night.
We toil through heat and blinding rain
To load our air freight on some plane.

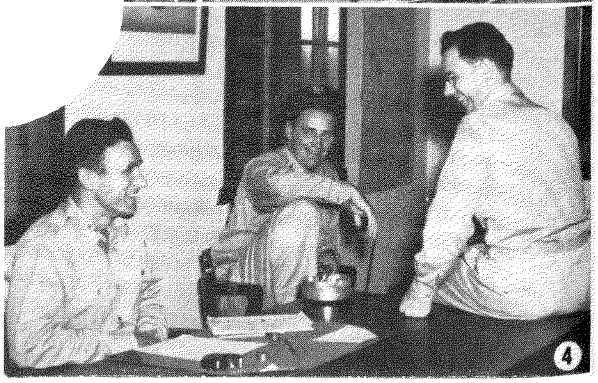
There's no use sitting 'round and crying,
It's up to us to "Keep 'Em Flying."
To you up front: we hope some day
You'll understand what part we play,
And in the end we think you'll see
We, too, have helped towards victory.

—Sgt. H. E. Bailey.

* * * * * * *



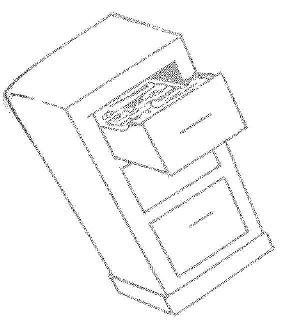




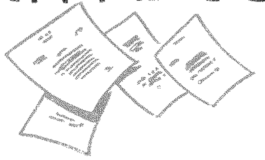
1. *Major W. J. Klein, Transhipment Officer.*
2. *Capt. G. D. Brighton, Local Purchase Officer.*
3. *Capt. J. R. Trumbull, Shipping Officer.*
4. *Capt. Attwood, Capt. Sullivan, Lt. Claus, Assistant Supply Officers.*

Capt. Sullivan, Group Warehouse Officer, with his assistant, Lt. Goodrich.

Inspection section: C W/O Engle, W/O Wessman, W/O Stralik.



STOCK RECORDS

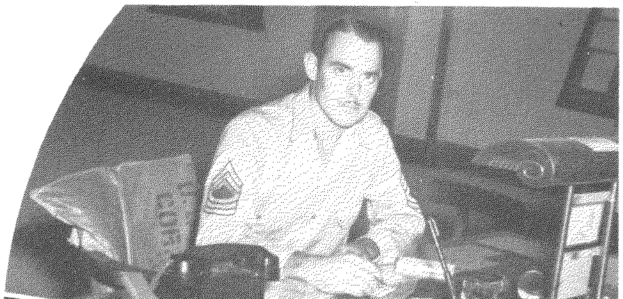


Paralleling and supplementing the warehouse's bin cards are the stock record cards kept at the Supply Section, Group Headquarters. These cards provide an instant check on stocks in all warehouses of the Depot. The 800,000 items can be located by class (there are thirty main classes) and by stock number. A requisition goes to the Supply Officer at Group Headquarters, is checked against stock record cards, and if the material is available it is coded. A shipping ticket is made out from the coded requisition for those items immediately available, and sent to the warehouse as authority to take the items from the bins. The items are then sent to the packing department.

* * *

1. *M/Sgt. (now W/O) McElwee, Chief Clerk.*
2. *Sgt. West, Sgt. Bock, S/Sgt. Sudhoff, Cpl. Davidson, S/Sgt. Kavin.*
3. *S/Sgt. Kaiser, Sgt. Sheridan.*
4. *Sgt. Bricker, Cpl. Waldron, Pfc. Doroshow, Sgt. Newburger.*
5. *Sgt. Vaughan, T/Sgt. Highman, Cpl. Kipner.*
6. *Sgt. Skovill.*
7. *Cpl. Davidson at "Tea Call."*

CHAIRBORNE TROOPS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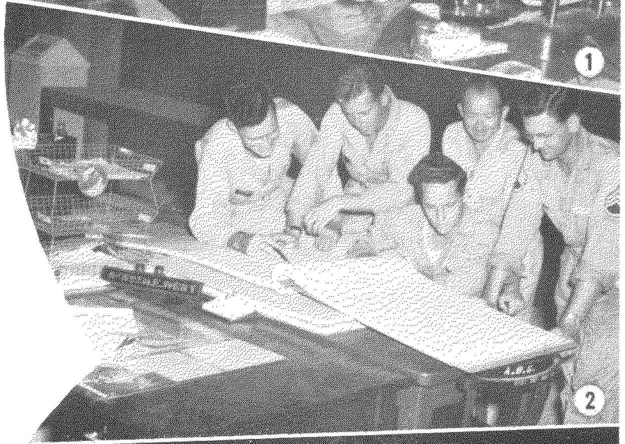
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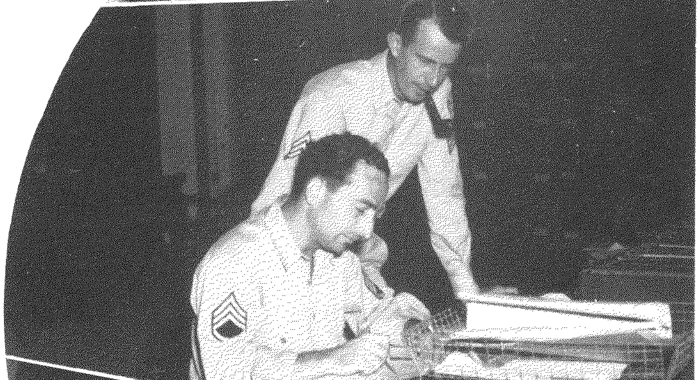
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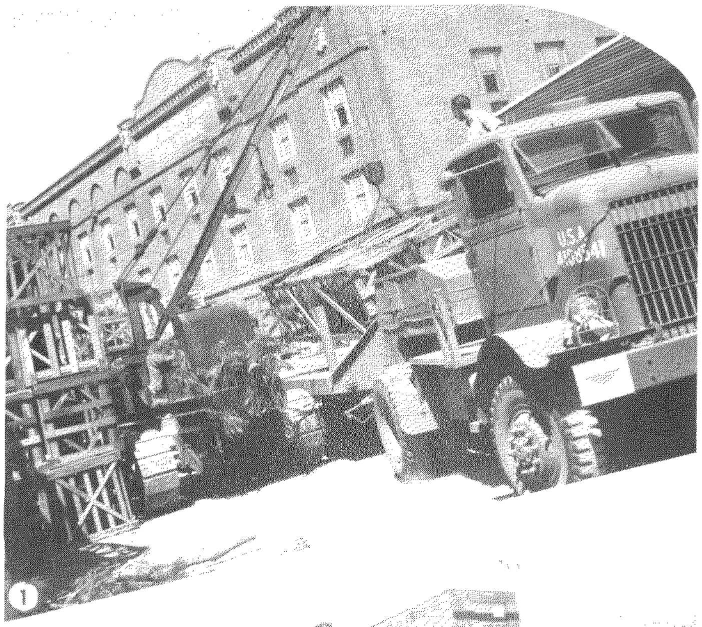
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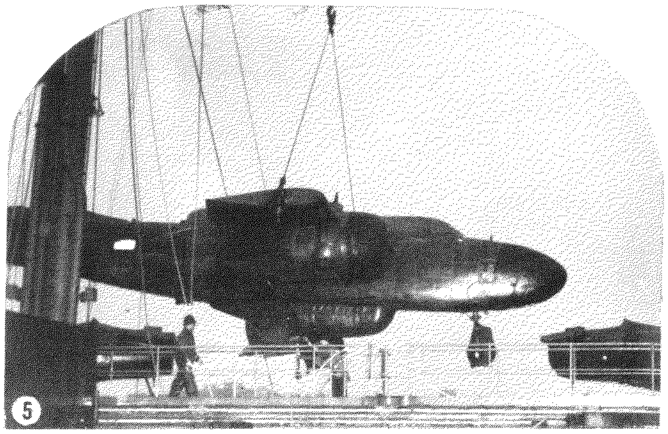
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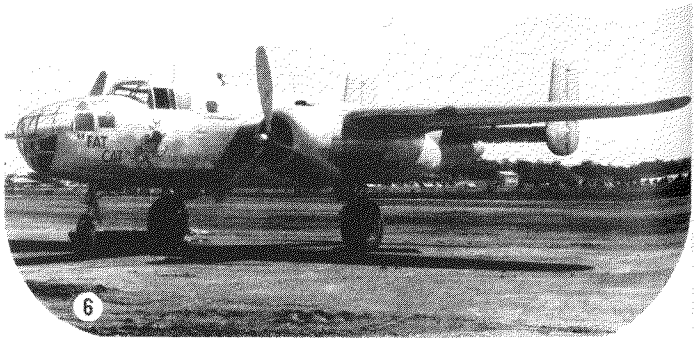
RECEIVING

Materials are received in four ways: by truck from local sources; by rail, from distant Australian sources; by plane, which includes emergency requirements; and by boat from the United States, which constitutes the bulk of our supplies.

1. *Unloading belly tanks at Whse No. 12.*
2. *Unloading incoming equipment from trains at Eagle Farm.*
3. *Warehouse area at Eagle Farm.*
4. *Unloading drums of industrial chemicals at a storage dump. Sgt. Henderer, hand on truck, is foreman of the industrial chemical Whses No. 1 and No. 7.*
5. *An A-20 being lifted off its transport.*
6. *B-25 converted for hauling supplies.*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A SEC. 17
A SEC. 18
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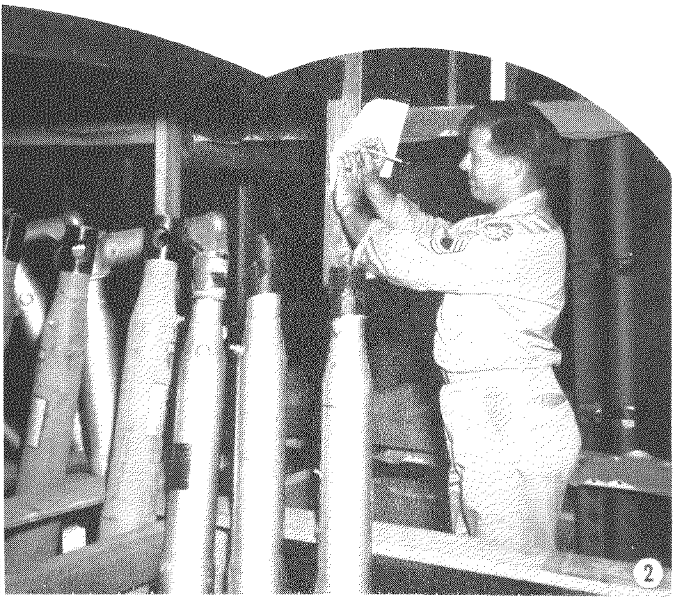
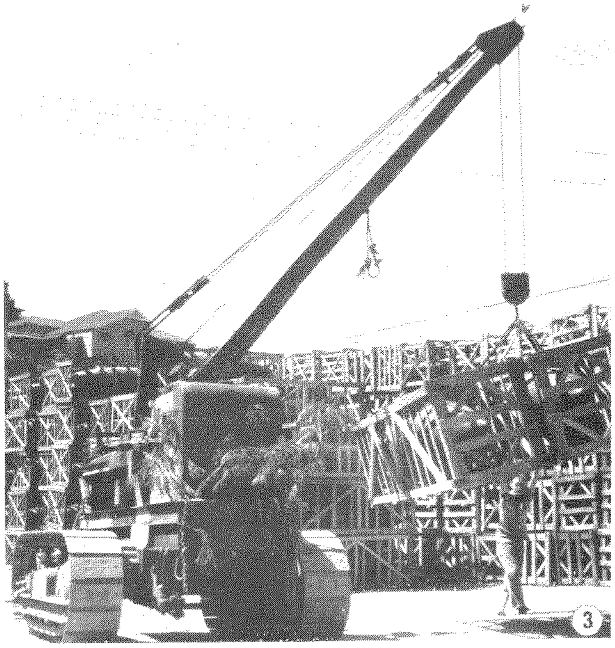
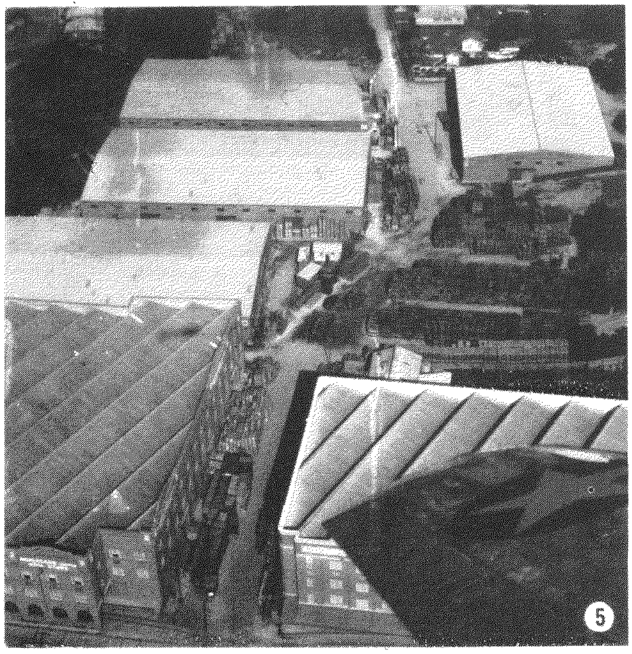


* * *

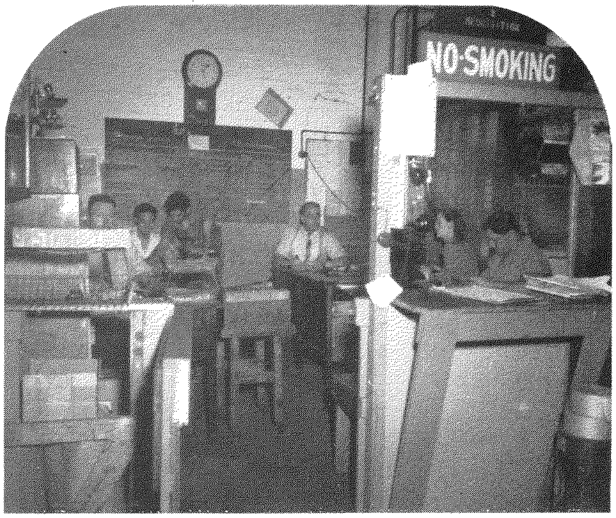
When received the items are tallied in and sent to the proper warehouse. There record is kept of stock supplementing the stock records at Supply Headquarters. Before storing individual items are inspected and if damaged the consignor is notified.

1. *Sgt. Veverka, Sgt. Burns, and Pfc. Wittek in Whse No. 21. The cockatoo is not part of the stock.*
2. *T/Sgt. Kocunik, foreman of Whse No. 12, tallying in landing struts.*
3. *Unloading belly tanks at Whse No. 12.*
4. *Pfc. Rucki and detail at the Intransit Warehouse in New Guinea.*
5. *General view of Whse No. 12 area.*





WAREHOUSING



Office of Whses. No. 1 and No. 7.

Under warehousing comes binning, which is the placing of all items in their respective bins and posting the number received on the bin cards. A bin card is made out for every article stored and filed in the office of the warehouse. It shows how much of a given item is in storage and how many units have been received and issued to date. A specified quantity of each item is supposed to be kept in the bin, and when stock gets low it is from these bin cards that requisitions are made for replenishment.

T/Sgt. Ratliff, N.C.O. in charge of the Group Warehouses, with Sgt. Robison.

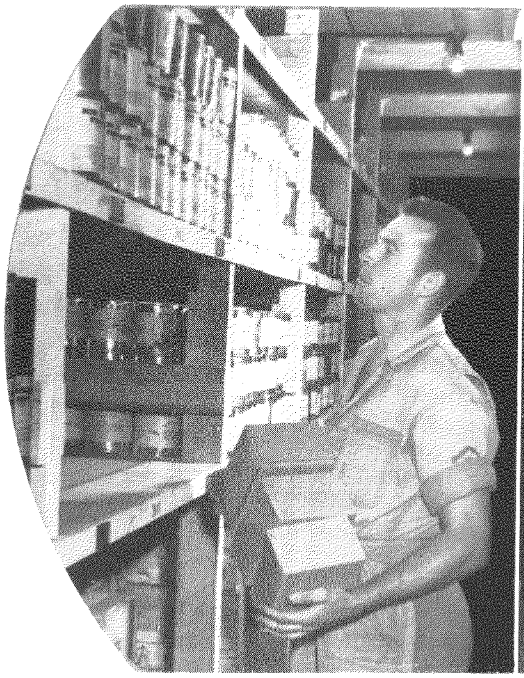
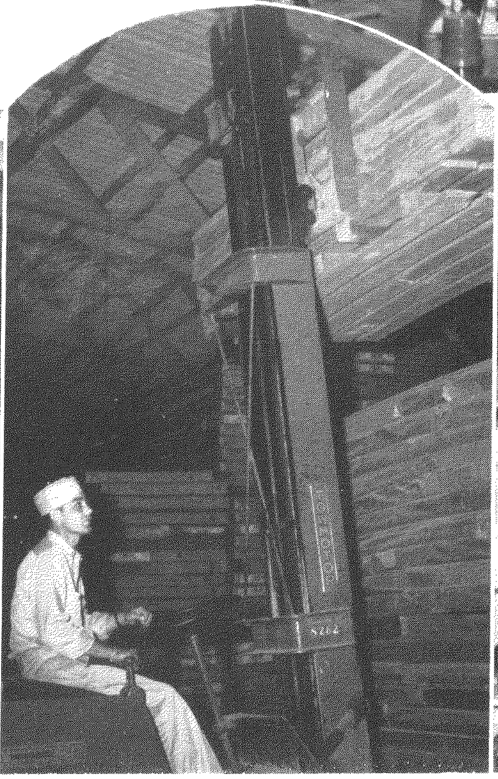
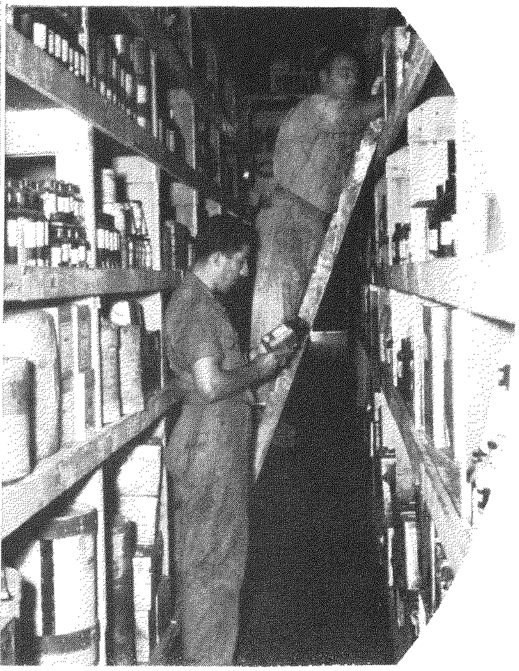


Photo. chemicals being binned by Sgt. Rainville in Whse No. 21.



Cpl. Martin lifting 500 lbs. of "Cane-ite" in Whse No. 15M.



Pvt. Sensiba (on ladder) and Pvt. Fagundes placing jars of chemicals in bins.

1. *Paints and lacquers in Whse No. 7.*

2. *Sgt. Novak, chief of Section D, Whse No. 21, inspecting flying jackets.*

3. *Towmotor: vital warehouse tool.*

4. *Technical inspection section, Whse No. 24.*

5. *Pfc. Mazzocchi with K-17 camera; worth $1,500.*

6. *Electrical supplies at Whse No. 21.*

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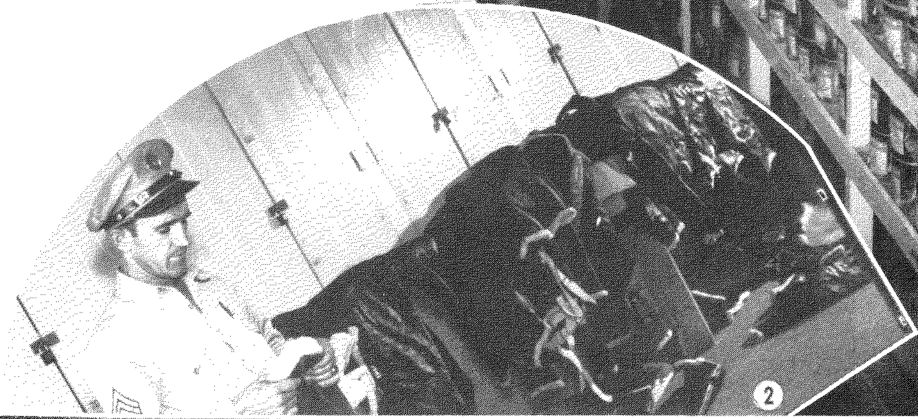
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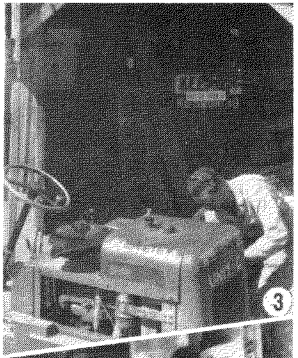
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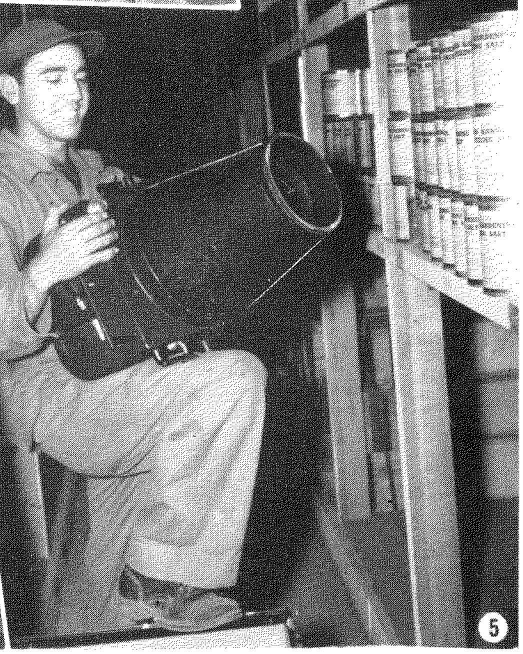
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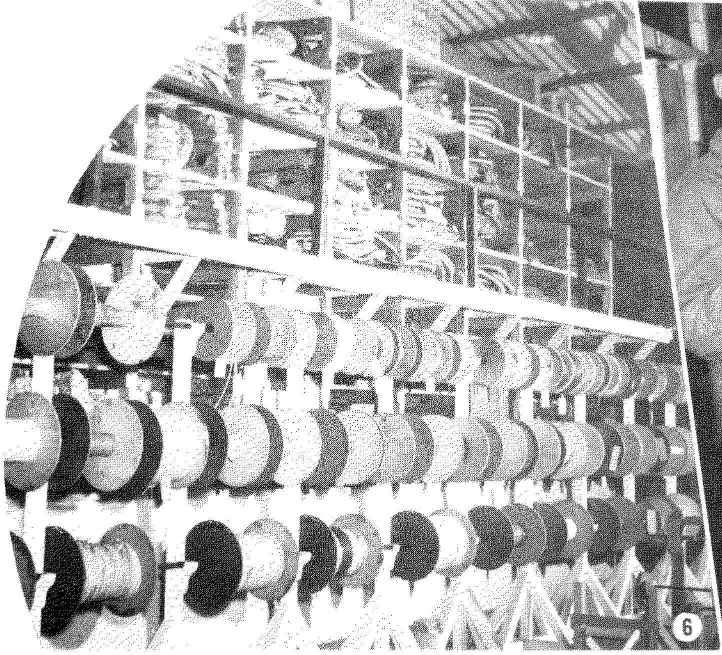
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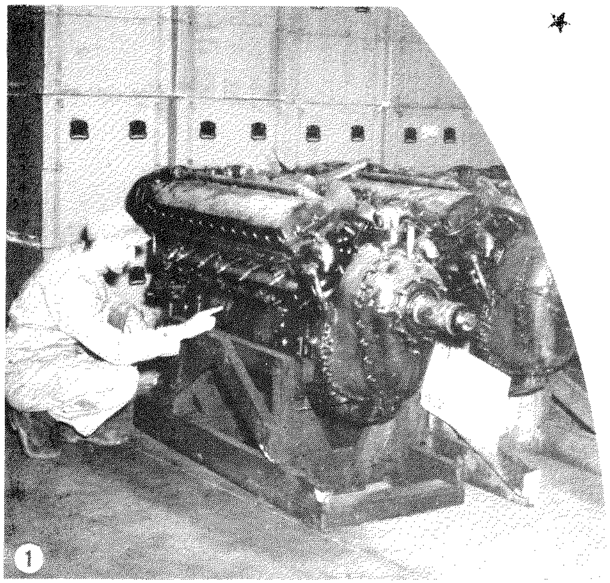
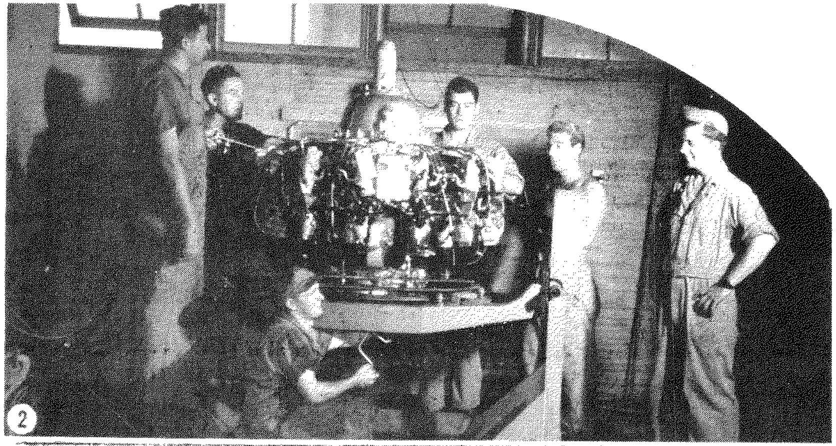
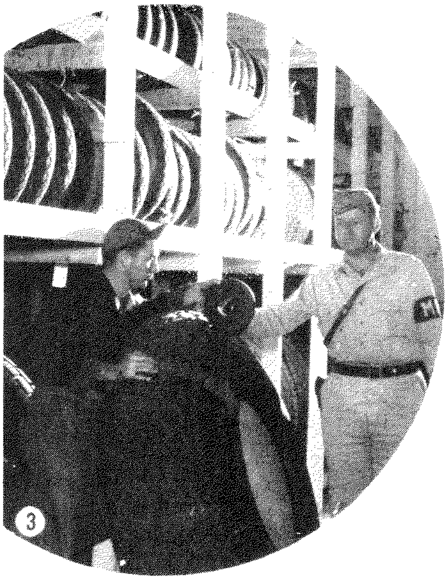
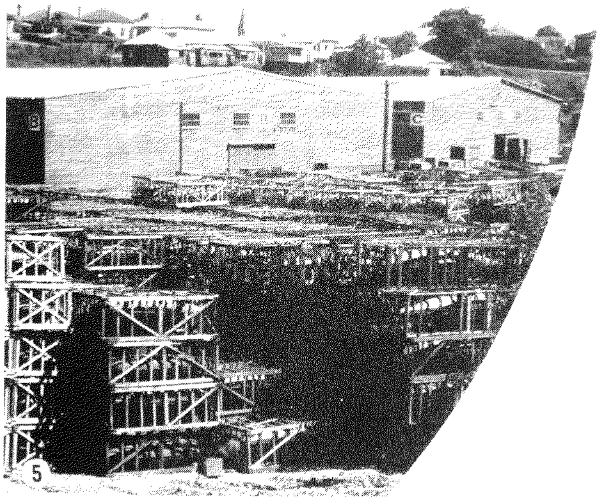
Storage









1. *Allison engines stored in Whse No. 15.*

2. *Pickling an engine for storage: Pvt. Bugyniki, Pfc. Johnson, Cpl. Karpenko, Cpl. Angrisano, Sgt. Cormier, T Sgt. Haines.*

3. *Tires, big and small, in Whse No. 8. Cpl. Gearrin and Cpl. Malle, guard.*

4. *Engines stored at Whse No. 8.*

5. *Belly tanks stored at Whse No. 12.*

26. B
SEC. 25. B
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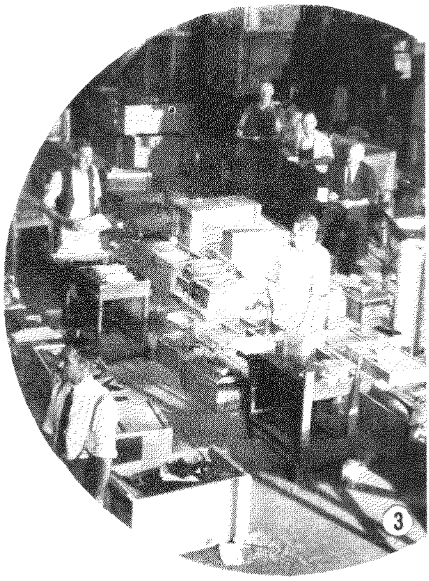
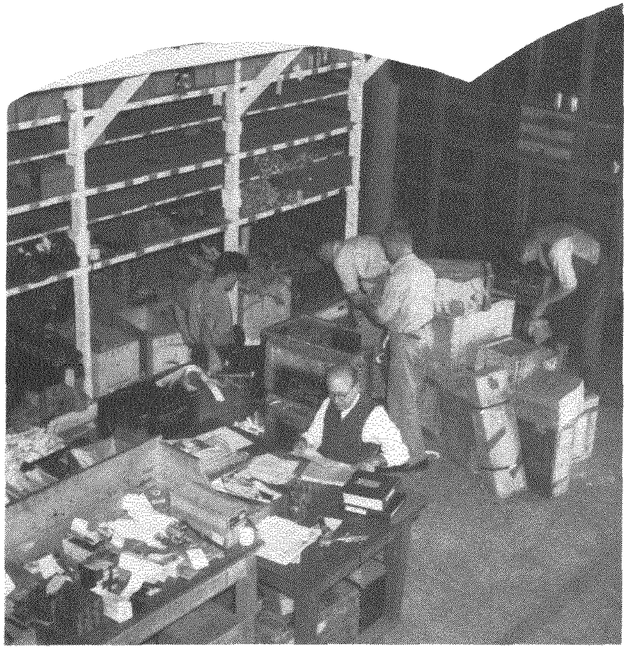
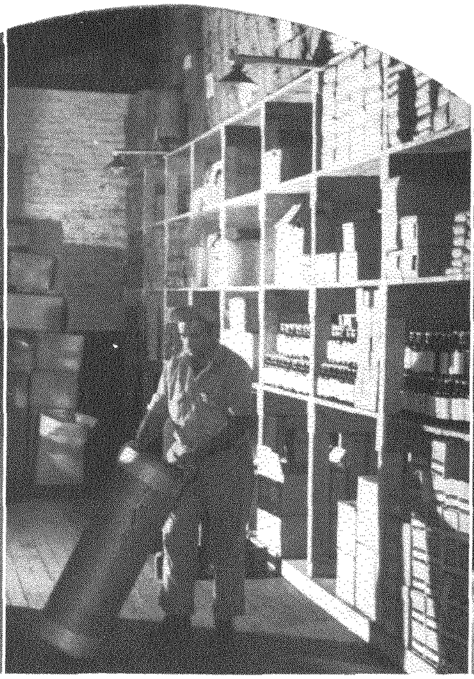


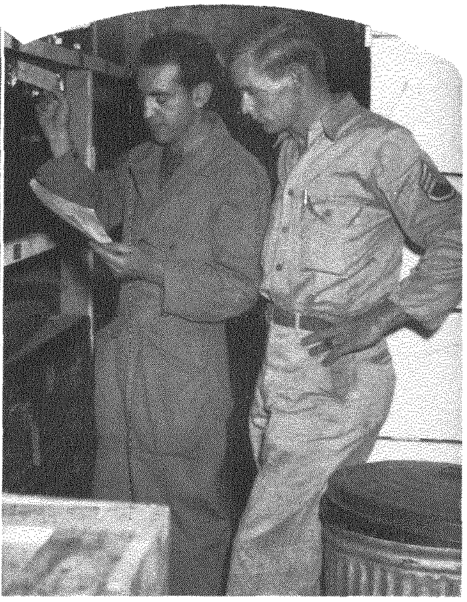
1. *Pvt. Whittick and Sgt. Burns—Whse No. 22.*
2. *Sgt. Vogan and Pfc. Roth filling a shipping ticket.*
3. *Some of the 71 civilians employed at Whse No. 21.*
4. *T/Sgt. "Spanky" Davis, foreman of packing section, Whse No. 23.*
5. *Whse No. 15. Cpl. Zair and S/Sgt. Cushwa.*



Civilians preparing orders in Whse No. 22.



Pfc. Kedziorski "manhandling" a roll of paper in Whse No. 8.

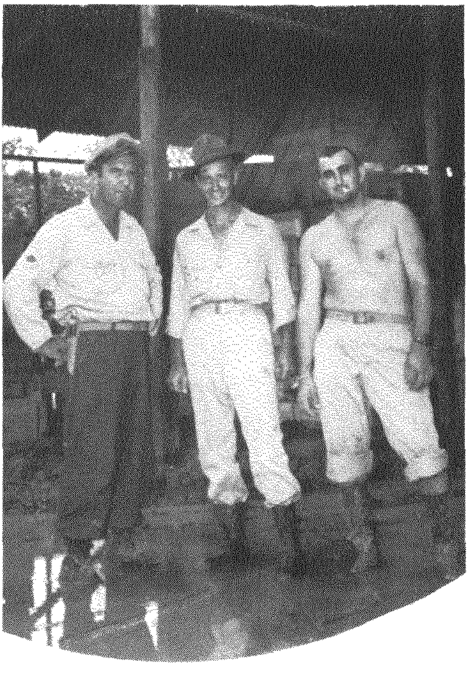


Pfc. Mazzocchi and S/Sgt. Winget drawing from bins to fill a shipping ticket.

SHIPPING

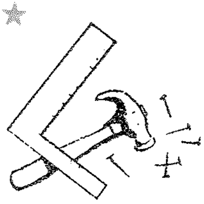
Depot No. 1 can boast of one of the largest and best Packing and Shipping Departments of any Air Force Supply organization overseas. T/Sgt. Reubinall, as N.C.O. in charge, has as his assistants: T/Sgt. Davis, supervisor of all packing and in charge of boat shipments; Sgt. Martin in charge of all air priorities; Sgt. Allen in charge of rail shipments; and Cpl. Witos in charge of local shipping by truck. Each section has its own packing, storage, and shipping area. In all 110 civilians are employed.

Pvt. Sensiba with tubes of oxygen, acetylene and carbon dioxide lined up for shipment.

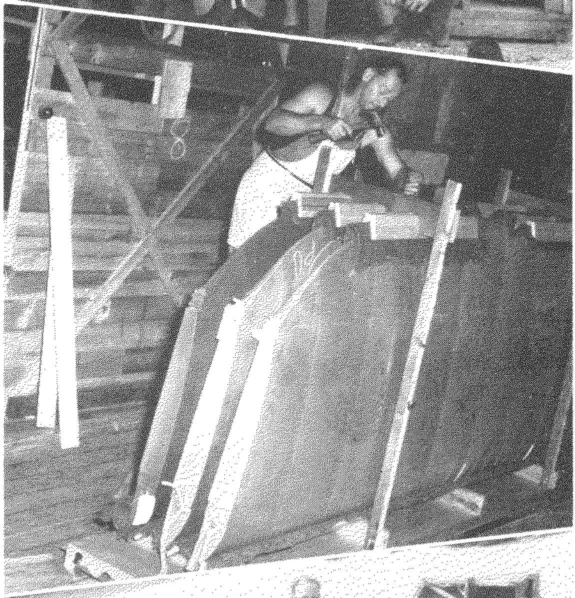


At the Intransit Whse, Advanced Base: T/Sgt. Bowman, Cpl. Stull, Pvt. Saad.

Sgt. Novak removing oxygen mask from bin



IN the Shipping Department, the items are checked against the shipping ticket and carefully packed to protect them against breakage and bad weather. The boxes are shipped immediately, if possible, or are stored pending shipment. A master copy of the shipping ticket, showing number of pieces, weight, and cubage, is sent to the Shipping Office, where space is requested either by air, rail, boat, or truck, according to the destination and priority. As soon as shipment is made information copies of the shipping ticket are forwarded to consignee showing complete shipping information.



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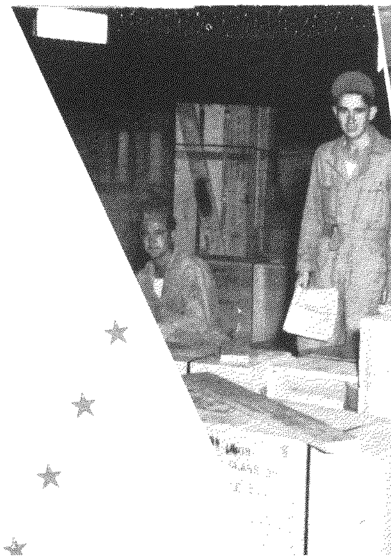
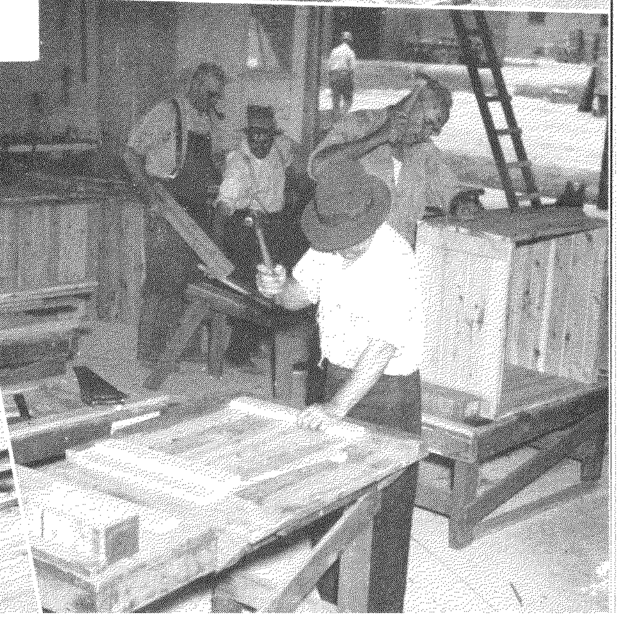
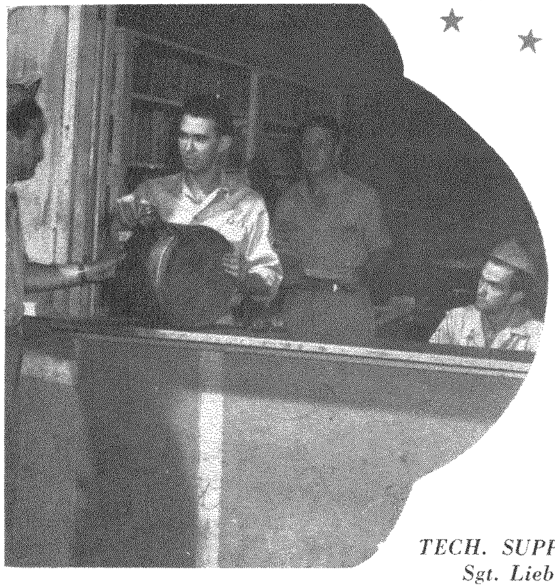
Shipping is probably the most interesting section of Air Force Supply, as the Depot is in continuous contact with all types of equipment, supplies, and transportation. It probably is largely responsible for the fame of the Group, inasmuch as all supplies handled by the Depot and issued or shipped to any organization must be processed through the shipping department. Theirs is a responsibility of getting the 9,000,000 pounds of supplies monthly to forward areas by the fastest possible means and in the best condition.







TECH. SUPPLY: S/Sgt. Woolley, Sgt. Lieby, and Sgt. Wehe.

Shipping

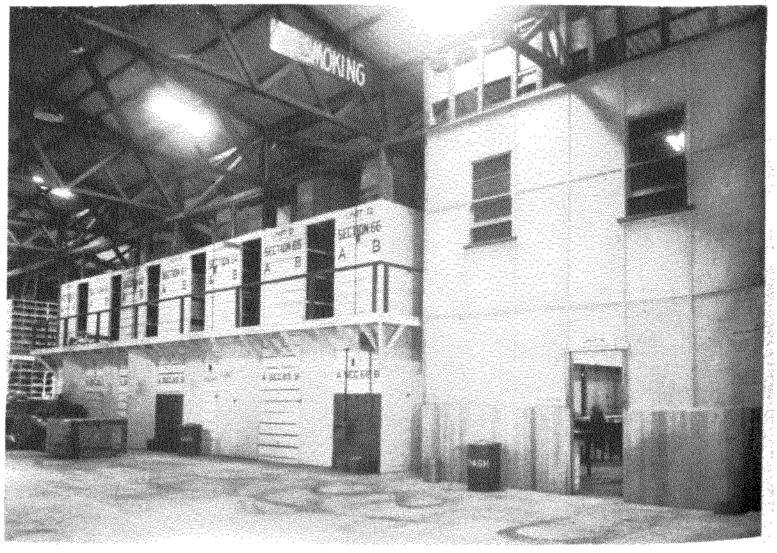
LOCAL DELIVERIES
NO SMOKING

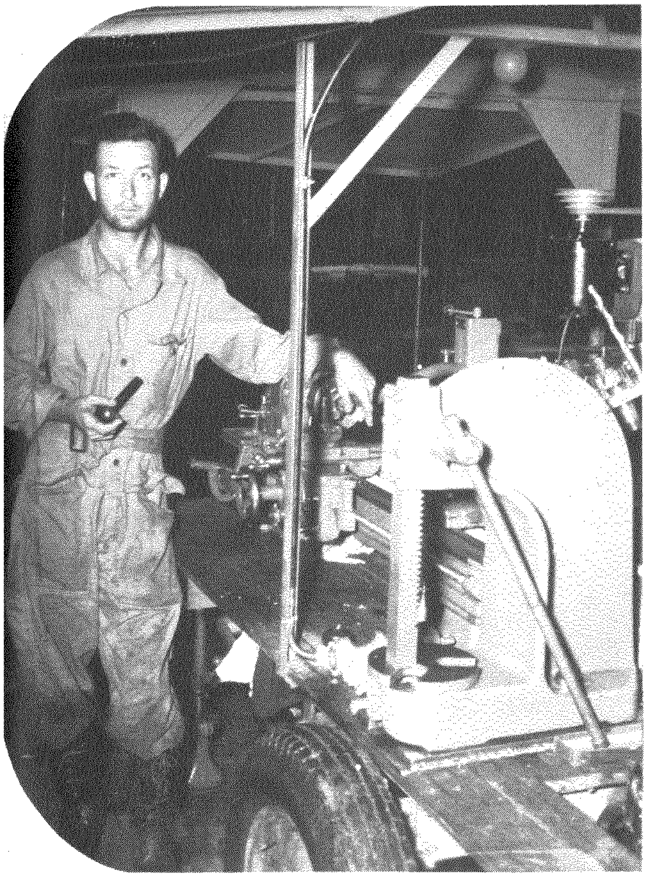
General view of Whse No. 23, with T/Sgt. Davis and T/Sgt. Reubinall, the two "wheels."

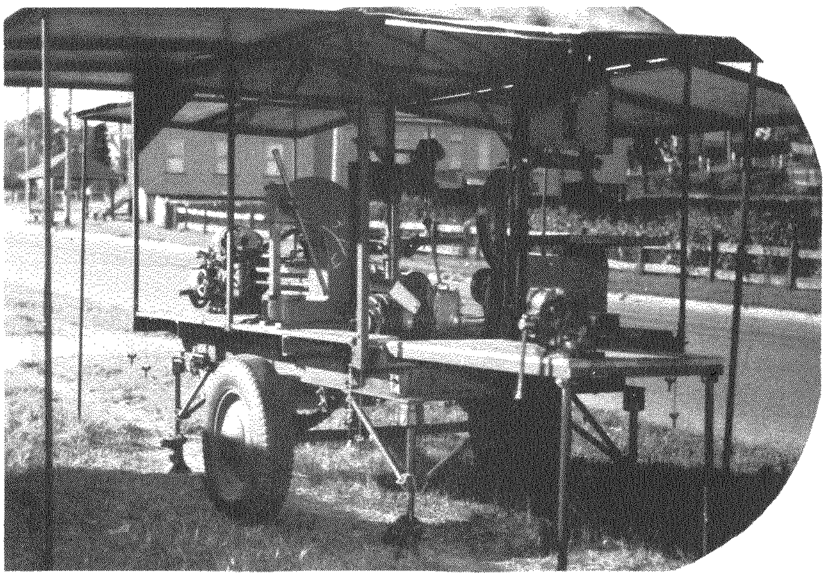
General view of Whse No. 21.

Section Head, Sgt. Novak, supervises removal of packed 'chutes to Shipping.

Interior of Whse No. 21.





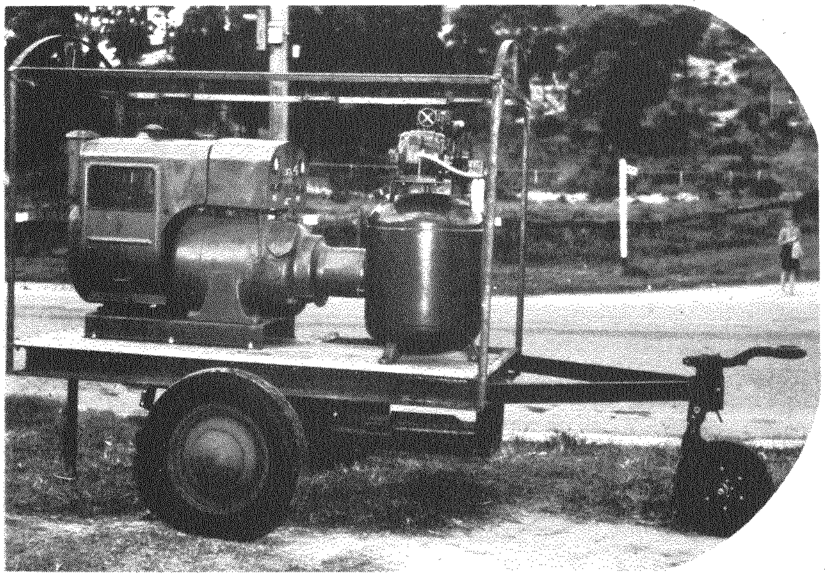


S/Sgt. Dodsworth (left) sees his portable machine shop at work in the forward area.

Local Purchasing and Contracting is a major department in Australia. If any article requisitioned is not available a request is sent to L.P.C. to obtain the items locally. If not obtainable the requisition is sent to the States.

Two interesting projects of this department are the portable electricity generating rig and the portable machine shop shown on this page. Both of these were developed by S/Sgt. Dodsworth.

M/Sgt. (now W/O) McElwee adjusting the portable generator which produces light for the whole camp in the forward area.

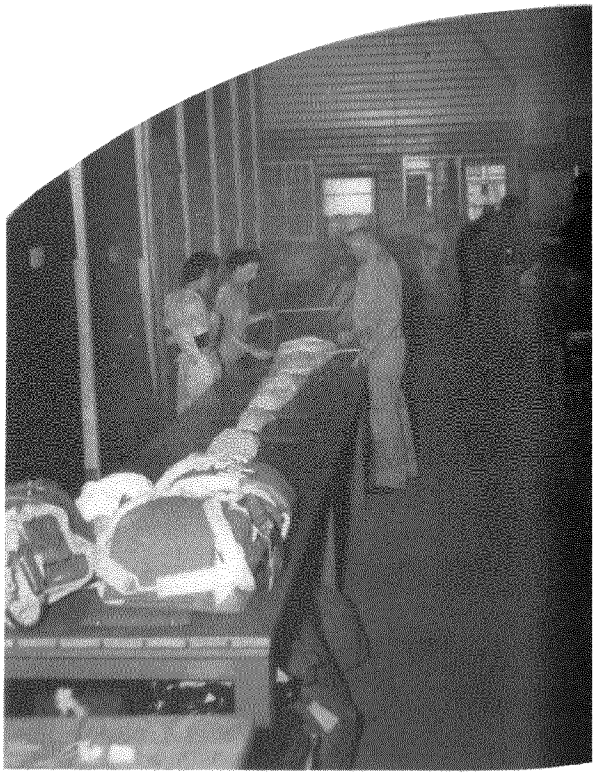


S/Sgt. Ferguson, Sgt. Schwartz, and Cpl. Shoemaker stitching parachute harnesses.

Personnel of Whse No. 4 talking parachute repair. CW/O Renfroe is in charge of this department.

PARACHUTE

Sgt. Hayes with "Jungle Kit," which contains rations, knife, compass, atabrine, vitamin pills, first aid kit, booklet on survival in the jungle, water bottle, heavy gloves, mosquito net (head), water purifying capsules, signal flare.

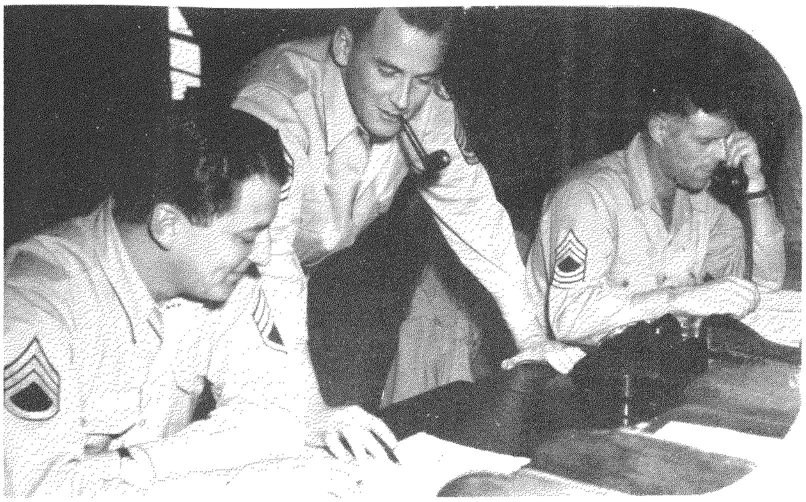


Packing a parachute: CW/O Renfroe and two civilians. (This warehouse employs 20 civilians, most of whom are sewing-machine operators.)

T/Sgt. Kuvaja trying a 'chute "for size." Pfc. Lander is the salesman.

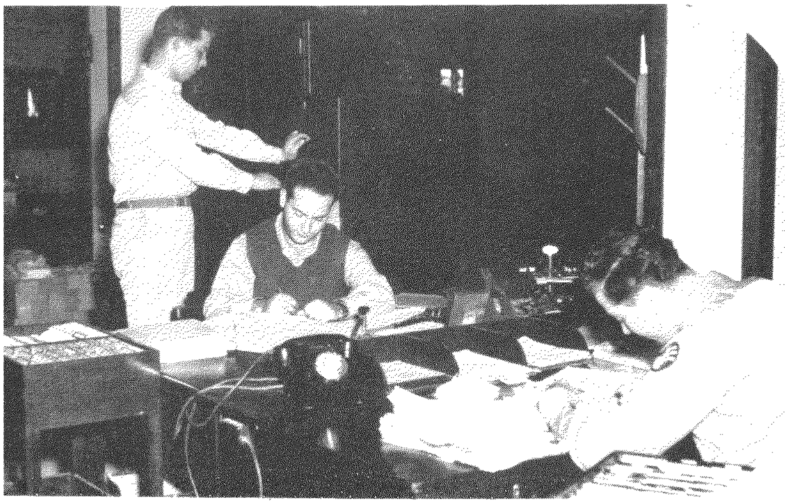
DEPARTMENT

M/Sgt. Frye and Pfc. Lander hanging a parachute in the drying room. All 'chutes are dried for 24 hours before being packed.



"Big Guns" of the Signal Supply Section: S/Sgt. Judd, T/Sgt. B. L. Smith, M/Sgt. Gruber.

"Getting the message through" are T/4 Shubert and Pfc. Casmer.



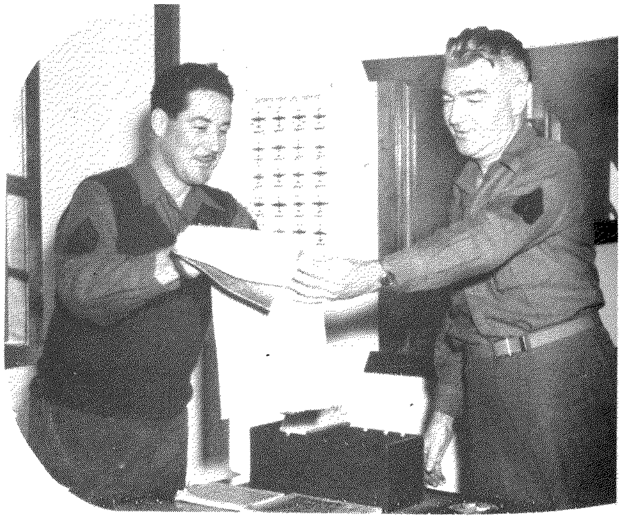
Radar Supply Section Staff: Pfc. Casmer, Pvt. Kasmir, Pfc. Levitz.

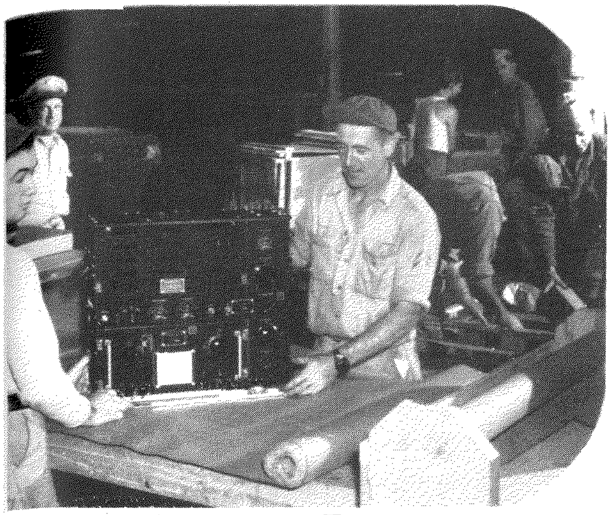
SIG

At Eagle Farm the major function of the 898th Signal Company has been the receiving, storing, and issuing of air-signal and radar equipment for the area covered by the Air Depot Group. It has handled more equipment than any similar company in this theatre. Signal Supply Officer is Lt. Thomas Flynn, assisted by Lt. Joseph Crowley, Shipping and Receiving Officer, and W/O Carl Overby, in charge of warehouses.

Signal Supply clerks: T/5 Malstead, T/5 Midlam, Pvt. Morey, Pvt. Sharrock, Pfc. Pohland.

Message Center: S/Sgt. Irwin and T/4 McKeon.



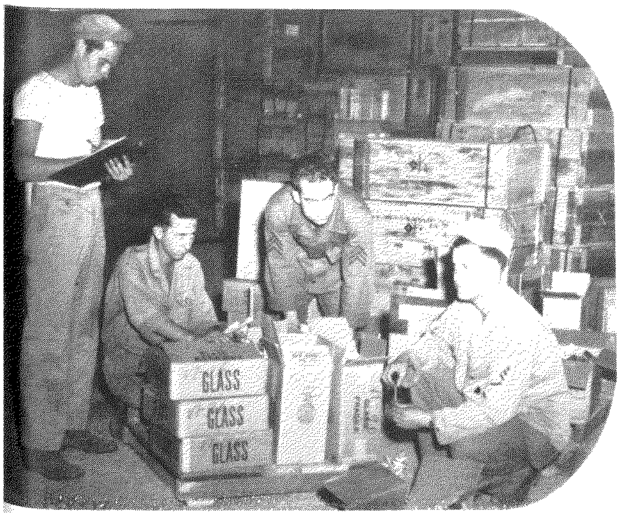


Shipping Section, Whse No. 20: Pvt. Schueren, Major Karst, Sgt. Bury (N.C.O. in charge), Pvt. Dorden. Pvts. Hebda and Liddle in background.

NAL

An average of 55 men, aided by 18 civilians, maintain the Signal Supply Section in Warehouse No. 20 and overflow Warehouse No. 27. There are, in addition, 15 soldiers and five civilians in the clerical section at the Headquarters Building. T/Sgt. McNeill and T/3 Roney are the N.C.O.'s in charge of airborne and radar equipment, respectively, and T/Sgt. B. L. Smith is the Chief Clerk in charge of Supply Headquarters.

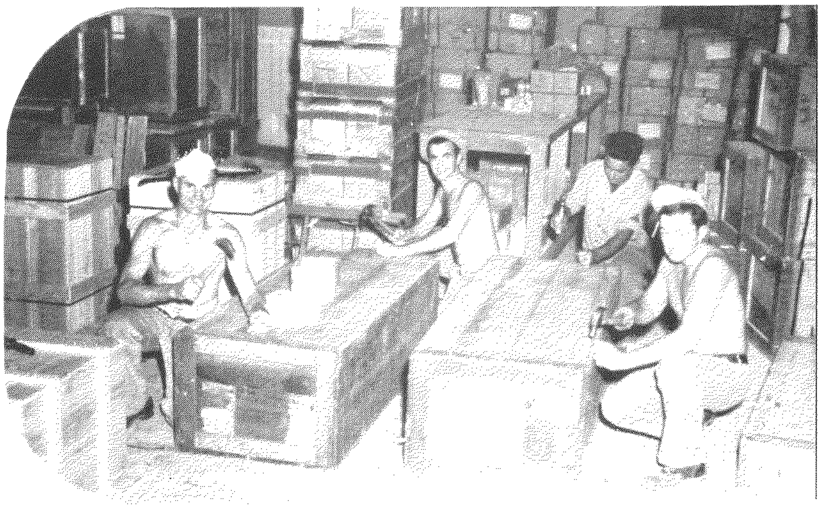
Radar Supply Section: T/5 L. Rogers, Pfc. Humenik, Sgt. Fean, T/3 Roney.

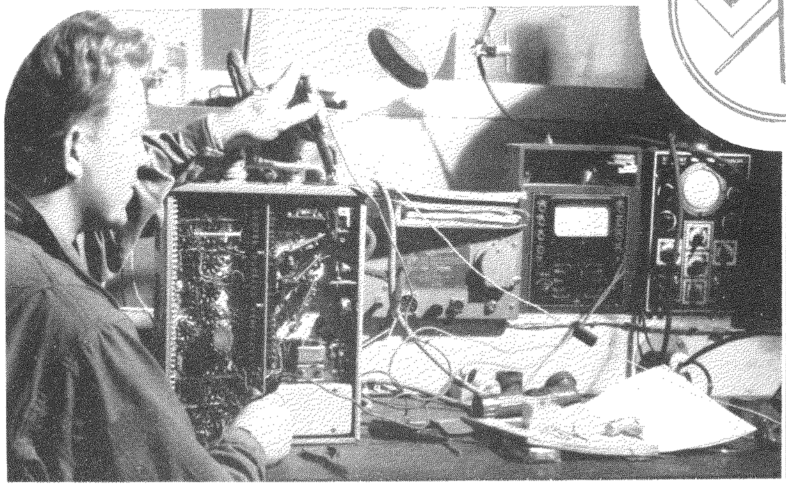


Opening box of incoming equipment: Pvt. Dodson, Pfc. Boney, T/5 Guglielmo.

Loading shipment on trailer: T/5 L. Rogers on carloader, Pvt. Dahill and Pfc. Humenik on trailer.

Shipping: Pvt. "Pop" Liddle, Cpl. Kessel, T/3 Novick, Pvt. Sorden.

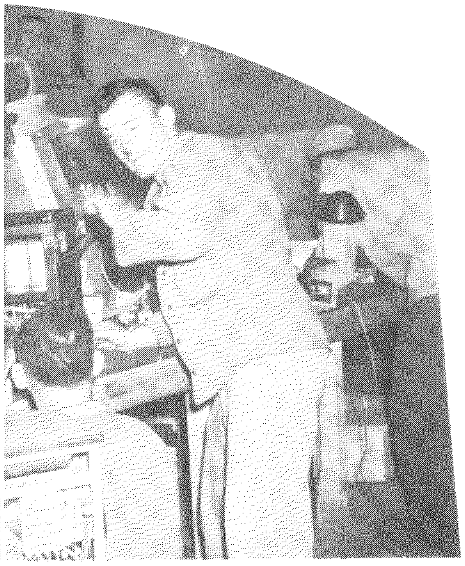




T/3 Kalisty in the Radio Compass Repair Room.

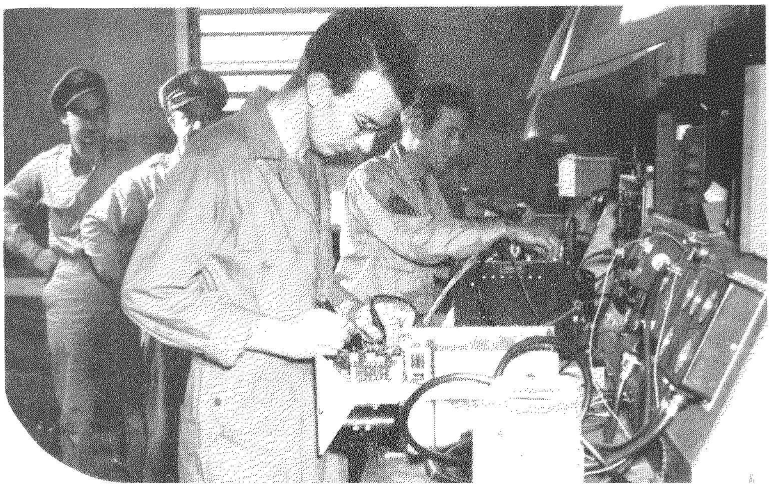
Checking the frequency of a radio: Sgt. Uthoff, Sgt. Posey.

T/Sgt. (now M/Sgt.) Boxler, foreman of the Radio Shop, holding a "Gibson Girl" emergency radio.

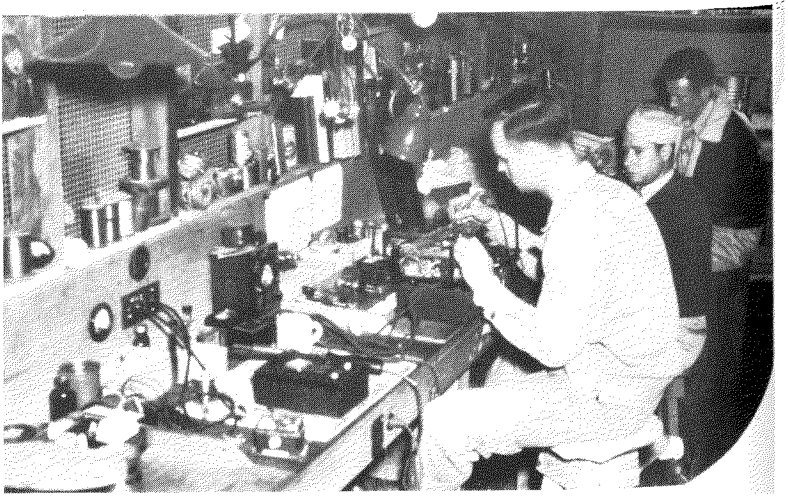


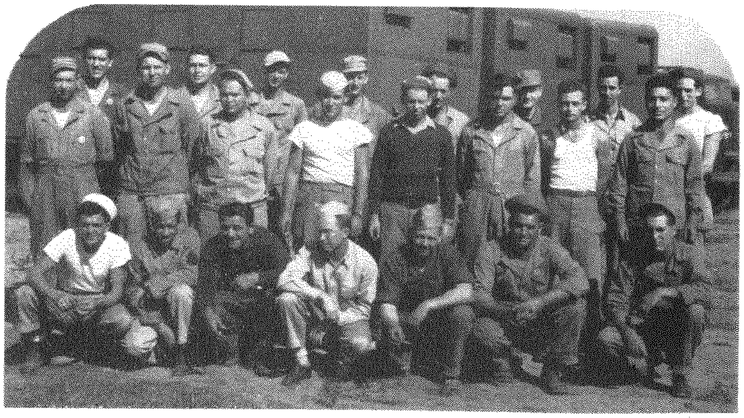
S/Sgt. Fohrmann and T/4 Rapski at the test bench.

Test bench in the radio shop: T/3 Lomax and Mr. "G.I." Thompson.



Instrument Shop: T/4 Hine, T/5 Hidden, T/4 O'Leary.





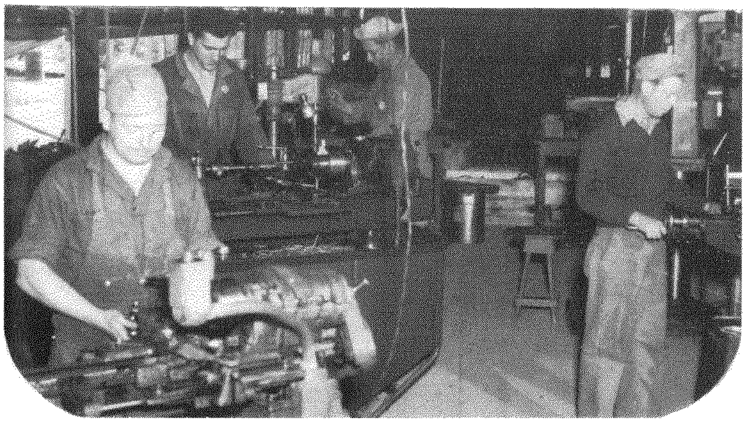
Radar Lot Personnel: FRONT ROW: T/5 Fuchs, S/Sgt. Yeager, T/4 Stefanik, 1st Lt. Cornell, T/3 Schnitzer, T/4 Smoot, T/4 Bonham. SECOND ROW: T/4 Trantow, Sgt. Mermer, T/5 Weed, T/5 Duris, T/4 Marshall, T/4 Serres, T/4 Williams, T/3 Novick. THIRD ROW: T/4 Larby, T/3 Hull, T/Sgt. Nordstrom, T/4 Hojo, T/4 Lamm, T/4 Adams, Cpl. Bickerstaff, T/5 Rogers.

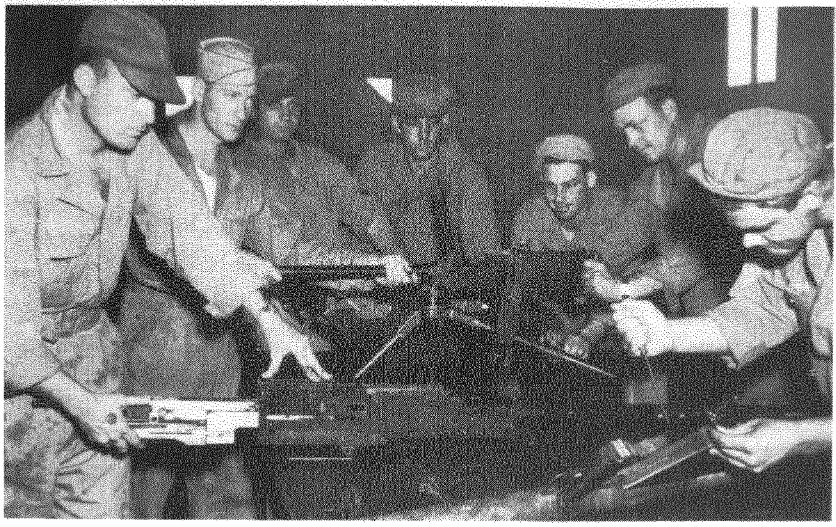
T/4 Stefanik welding washing machine to be used in forward areas.

Motor repairmen: T/4 Williams, T/4 Bonham, Sgt. Mermer, T/4 Smoot.

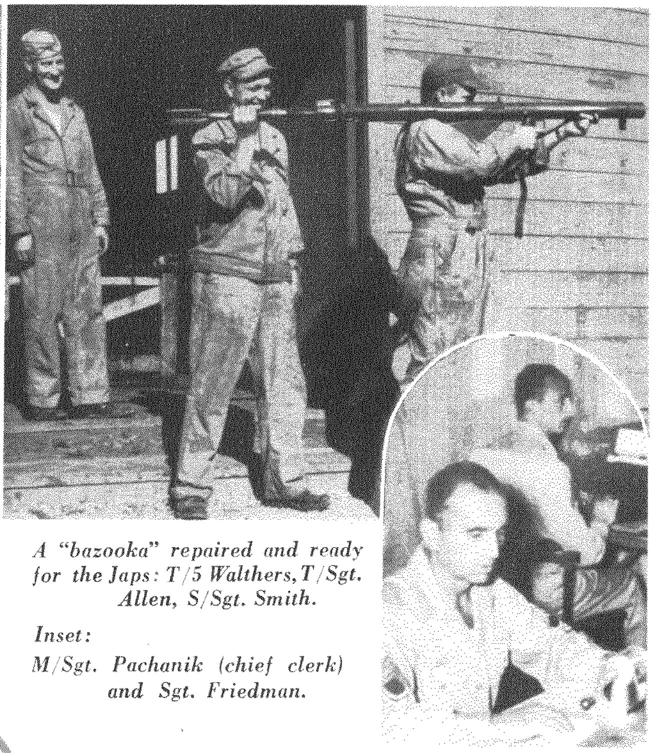
Telephone crew: T/Sgt. Wheeler, Pvt. Bullock, T/4 Heitzig, T/4 Simpson, Mr. Brown, T/5 Adams.

Machine shop: T/3 Schnitzer, T/4 Larby, T/3 Hull, T/4 Marshall.





Armorers assembling .30 and .50 caliber machine guns. Installation in planes is to be done by the Air Corps armorers.

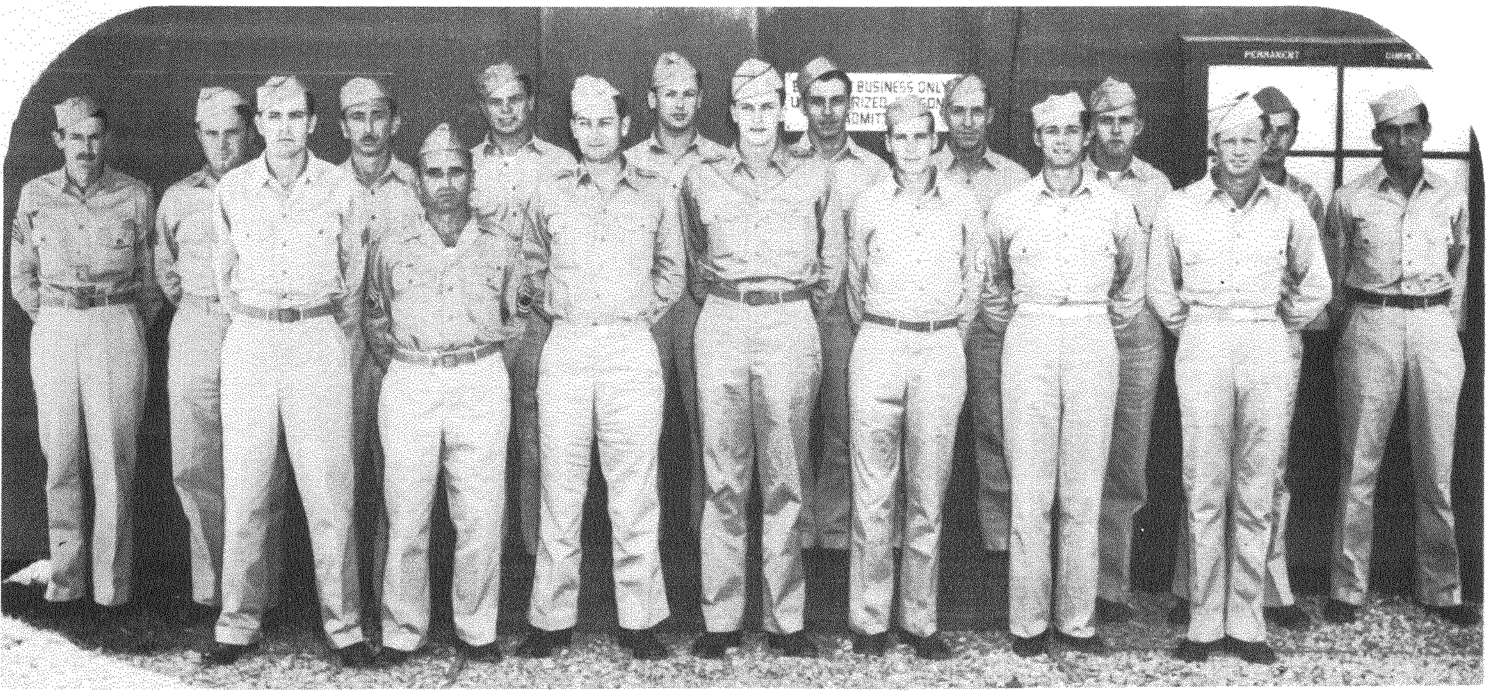


A "bazooka" repaired and ready for the Japs: T/5 Walthers, T/Sgt. Allen, S/Sgt. Smith.

Inset:
M/Sgt. Pachanik (chief clerk) and Sgt. Friedman.

ORDNANCE

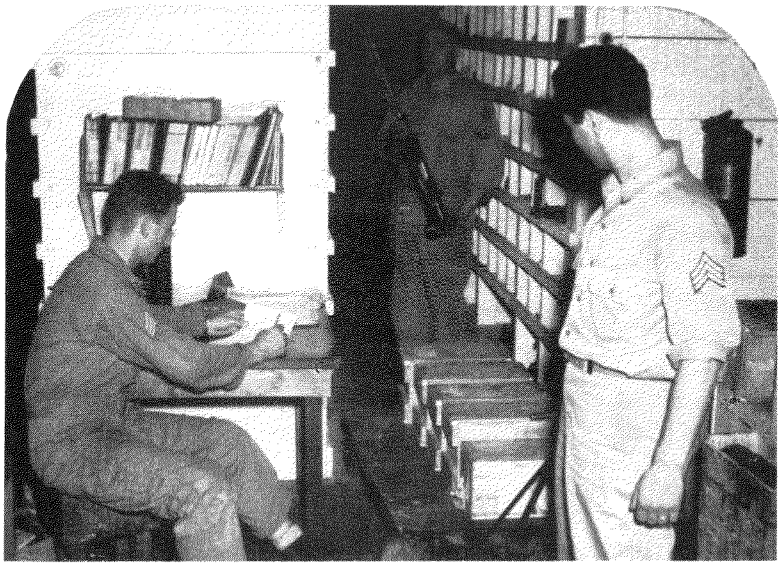
ORDNANCE SECTION HQ. AND HQ. SQ. PERSONNEL



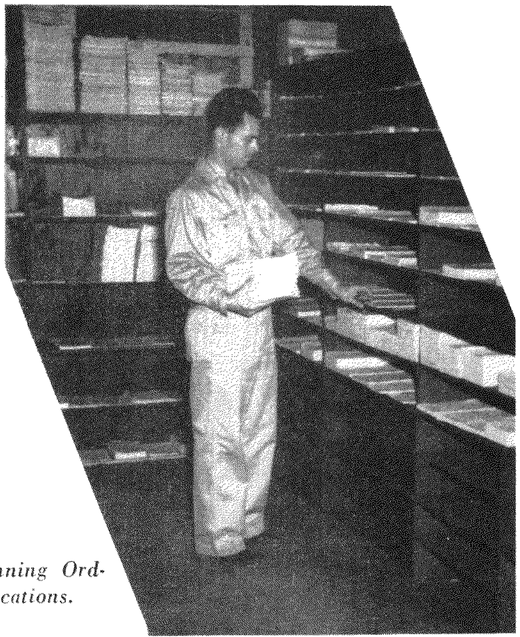
FRONT ROW: Sgt. Parsons, M/Sgt. Pachanik, Capt. Seyfried, Lt. Anderson, T/Sgt. Nearing, Pfc. Omundson, Cpl. Owens. SECOND ROW: Sgt. Barnes, S/Sgt. Smith, Sgt. Friedman, Pfc. Lagala, S/Sgt. Wiesenfeld, Pfc. Kulin, Sgt. Whitney, Cpl. Bowdish, Sgt. Barkume, Cpl. Johnson.

Sgt. Foschi, Sgt. Gerulis, Pfc. Vogel, of Whse No. 16, operated by the 194th Ordnance Depot Co. (Det.), which handled guns, spare parts, and vehicle accessories.

194TH ORD
WAREHOUSE
No 16

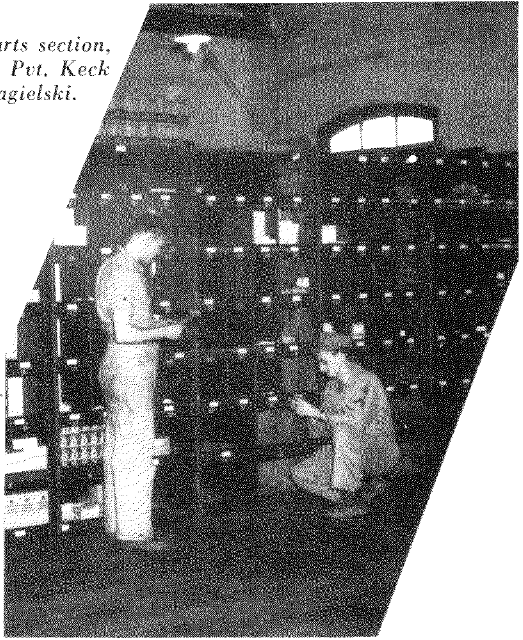


Sgt. Krause, T/5 Heller, and Sgt. Foschi filling an Ordnance requisition.



Sgt. Byrne binning Ordnance publications.

Automotive parts section, Whse No. 16: Pvt. Keck and Pfc. Jagielski.

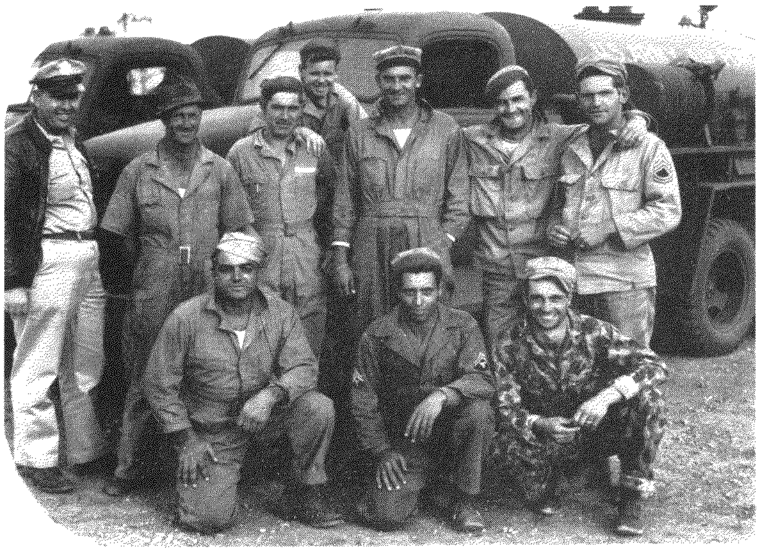


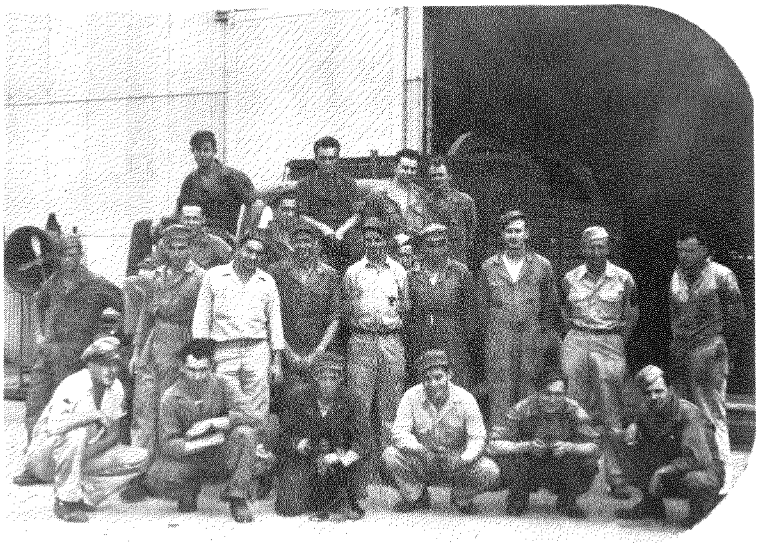
Pfc. Jagielski, T/4 Gervelis.

1799th Motor Maintenance Shop personnel: FRONT ROW: Pvt. Murray, T/5 Monteforte, Pvt. Allison. SECOND ROW: Lt. Garton, Mr. Cooke, Pvt. Lovely, Pvt. McKenna, T/5 Cichewicz, T/5 Ballentine, T/Sgt. Reinert.

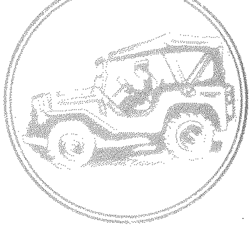
* * *

1616th Automotive Shop: KNEELING: S/Sgt. Perkins, S/Sgt. Halm, T/4 Knight, Pvt. Weltruski, Pvt. Stewart, Sgt. Linhardt. SECOND ROW: Pvt. Byers, T/5 Myrick, T/4 Serkin, T/4 Davis, T/3 Lord, T/3 Felts, T/4 Moler, M/Sgt. Williams, Sgt. Heron. THIRD ROW: Pfc. Carroll. Pfc. Castor, T/4 Podkowinski. ON TRUCK: Pfc. Sandidge, Pfc. Roche, T/4 Nowak, T/5 Collins.





ORDNANCE *Automotive Shop*

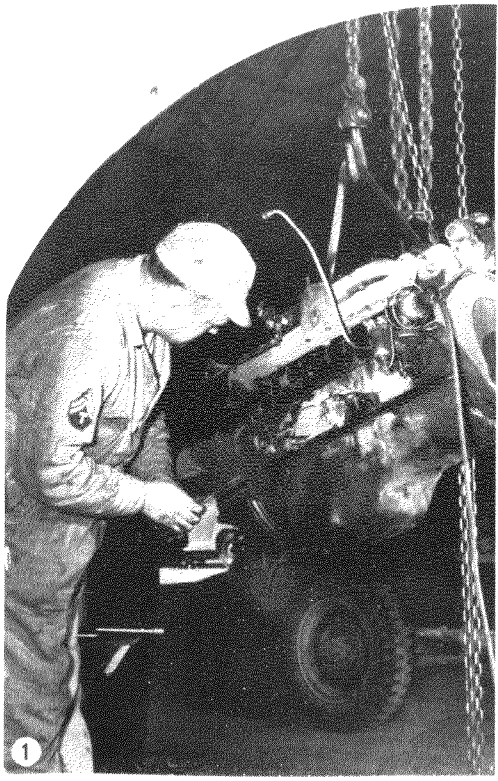


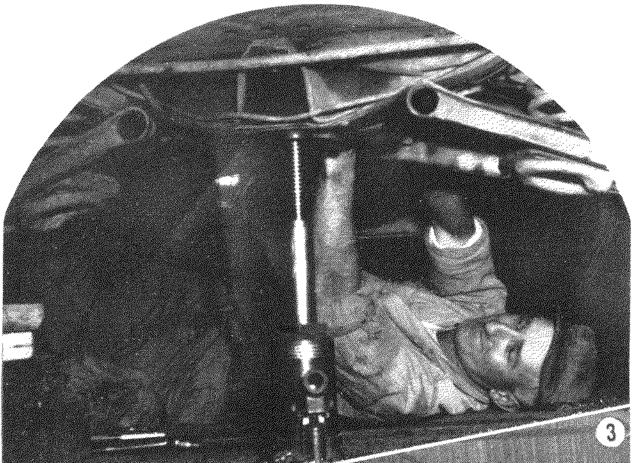
1. *T/5 Perkins repairing an auto engine.*

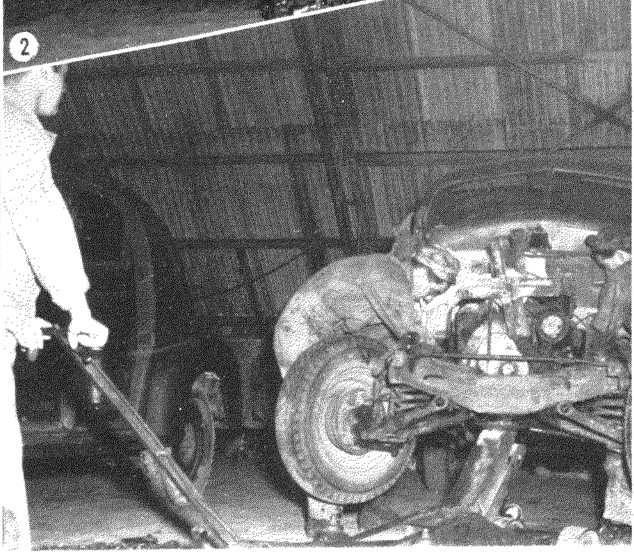
2. *"Yank-down-under": T/5 Wrobel.*

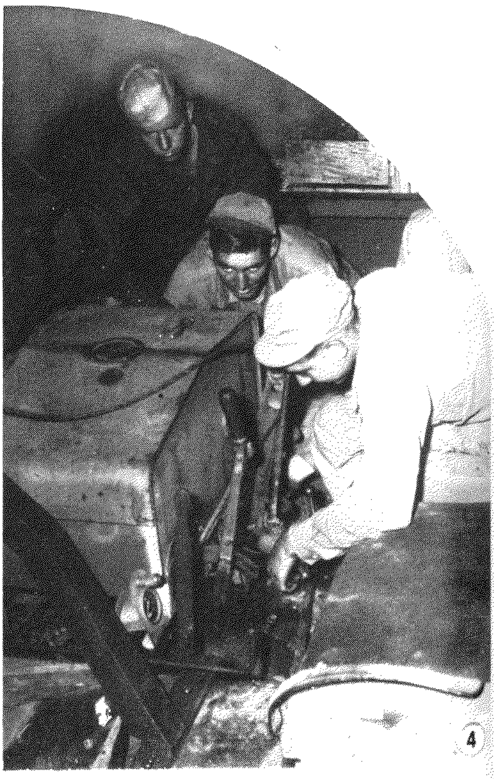
3. *Sgt. Uchwat, T/5 Peterlick, Pfc. Heck.*

4. *T/5 Odom, T/5 Wise, Pvt. Lovely.*

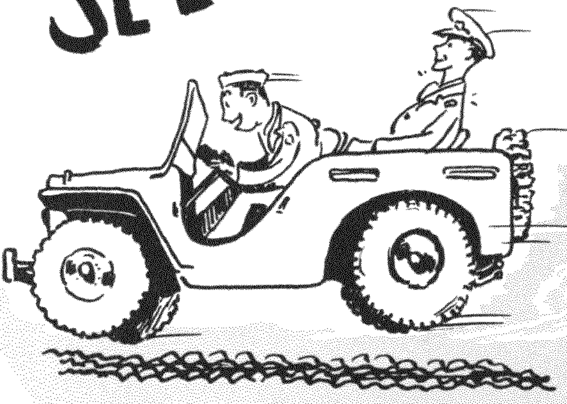






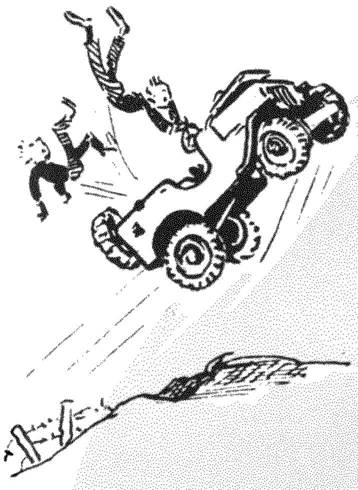


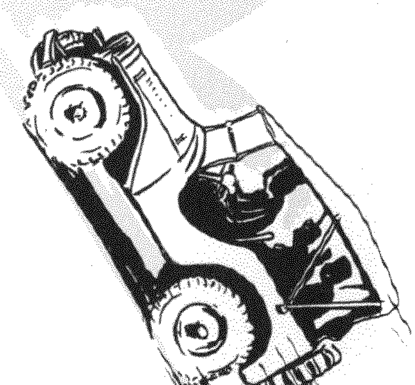
A PEEP at A JEEP!

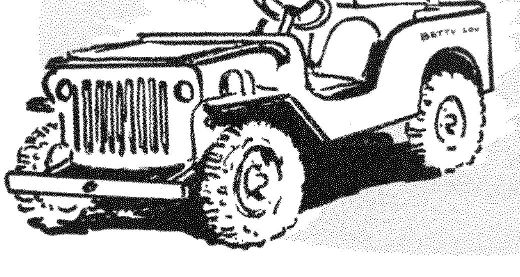


Just eight feet long
And five feet wide,
But it's really got
A heart inside.
It takes you where
You want to go,
Never ever
Does it say no.
Over hill and
Over dale,
Through the jungle's
Murky trail,
Through the swamps,
Through the streams,
Across the tropic
Where the tropic
Jungle steams,
Across the bleached
And desert sands,
Through ancient bad
And timeworn lands,
Over mountains
And treacherous paths,
Never does
Old faithful lag.
Faithful ever,
Deceitful never,
It lives up
To its creed;
Rolling wheels,
With heart of steel,
Its purpose
Is your need:
So when you hear
That squeaky peep
Remember, it's
"Old Faithful Jeep."

—Cpl. Nathan Kipner.



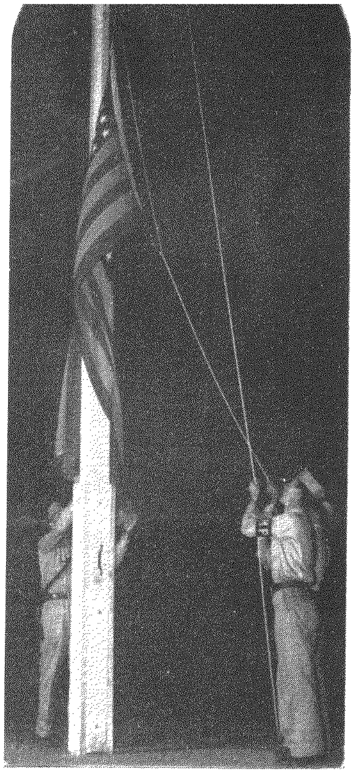




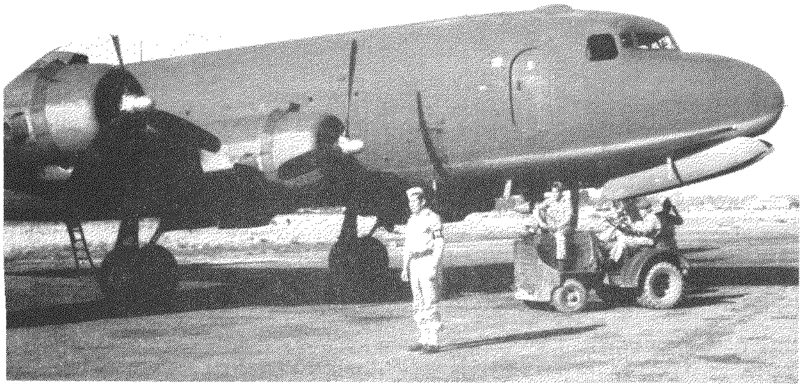
SECURITY

Performing one of the most essential, wearying, and at the same time thankless jobs on the field are the former farmers, policemen, firemen, salesmen of the 1124th Military Police Company.

To guard the base effectively every hour of the twenty-four, the M.P.'s are divided into several shifts each of which walks guard for six consecutive hours. The average M.P. works 48 hours a week spread over six days. The 1124th also maintains a Criminal Investigation Section, which gathers information on all violations of the law involving 81st personnel.



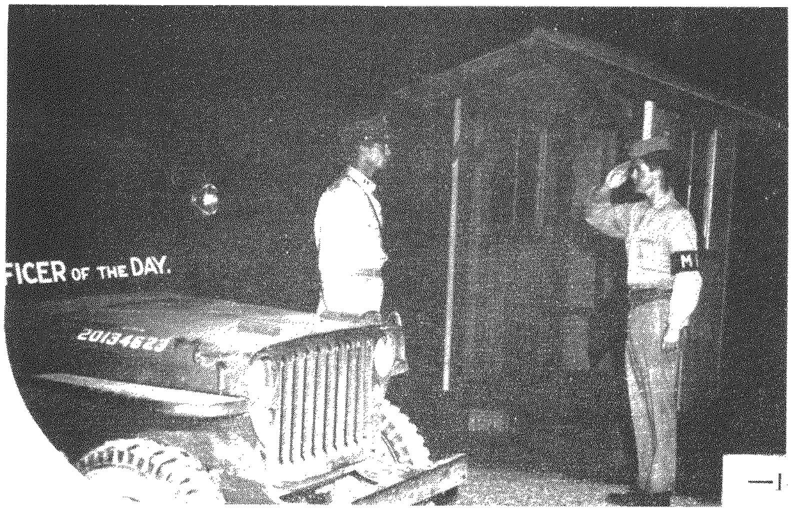
Retreat at Eagle Farm.



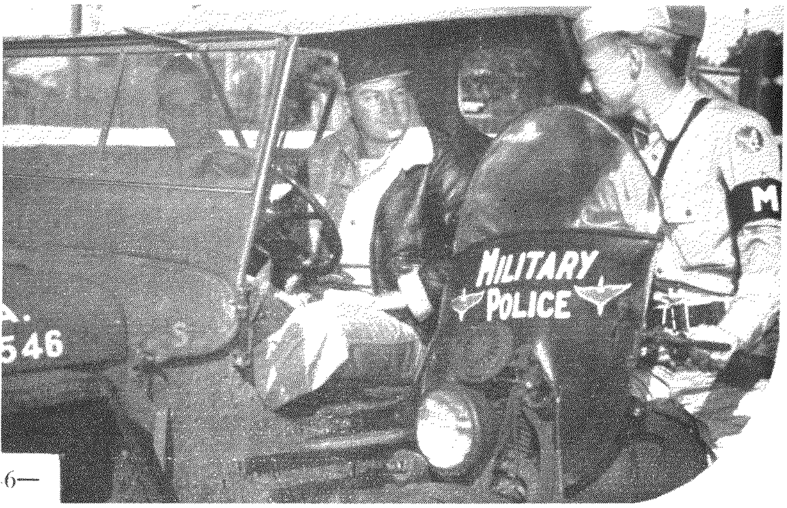
Pvt. Kohn guarding a C-54 at Amberley Field.

Pfc. Englehardt looks on while Pfc. Samanski "gets the dope."

The O.D., Capt. Moreau, inspecting the guard, Pvt. Curley.



Pvt. Wilson, 1st Sgt. Blessing, Sgt. Huisman.

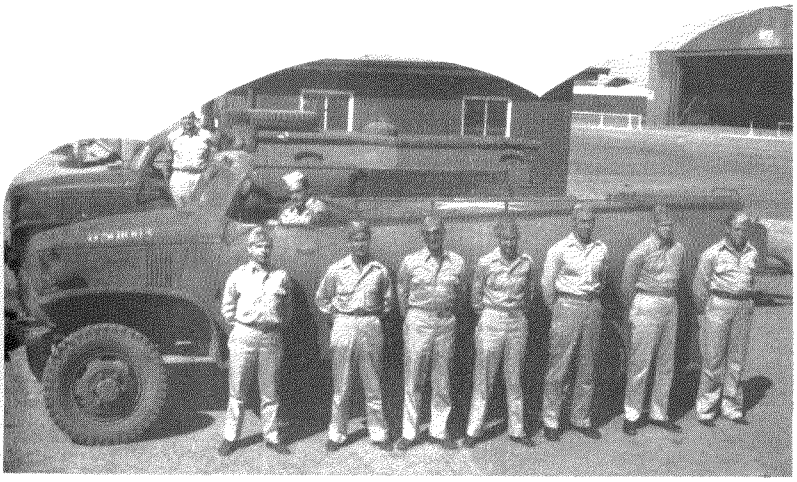


THE FIRE DEPARTMENT was organized in the middle of 1943 upon the recommendation and under the supervision of the Group Adjutant, Lt. Mayer. Sgt. Indovina, who had been a fireman in civilian life, was appointed Fire Chief and was given eight men from various units on the field to form the Fire Department. On November 23, 1943, Major Slingerland was appointed Fire Marshal.

Sgt. Indovina found it necessary to improvise and build his own equipment. To date he has one 1,000 gallon pumper and trailer pump capable of 250 gallons per minute, one 650 gallon truck with a trailer pump, and five Jupiter pumps capable of pumping 500 gallons per minute, supplemented by a crash truck with a 500 gallon per minute pump and emergency equipment.

To Sgt. Indovina fire battling is old stuff, but to his men who, in civilian life, were never able to get closer to a fire than the police lines would allow, the high degree of inflammability of 100 octane gasoline presents a constant peril and challenge. However, there are many instances to prove that when put to the test they all passed with flying colors.

Major Slingerland (Fire Marshal) and Sgt. Indovina (Fire Chief).



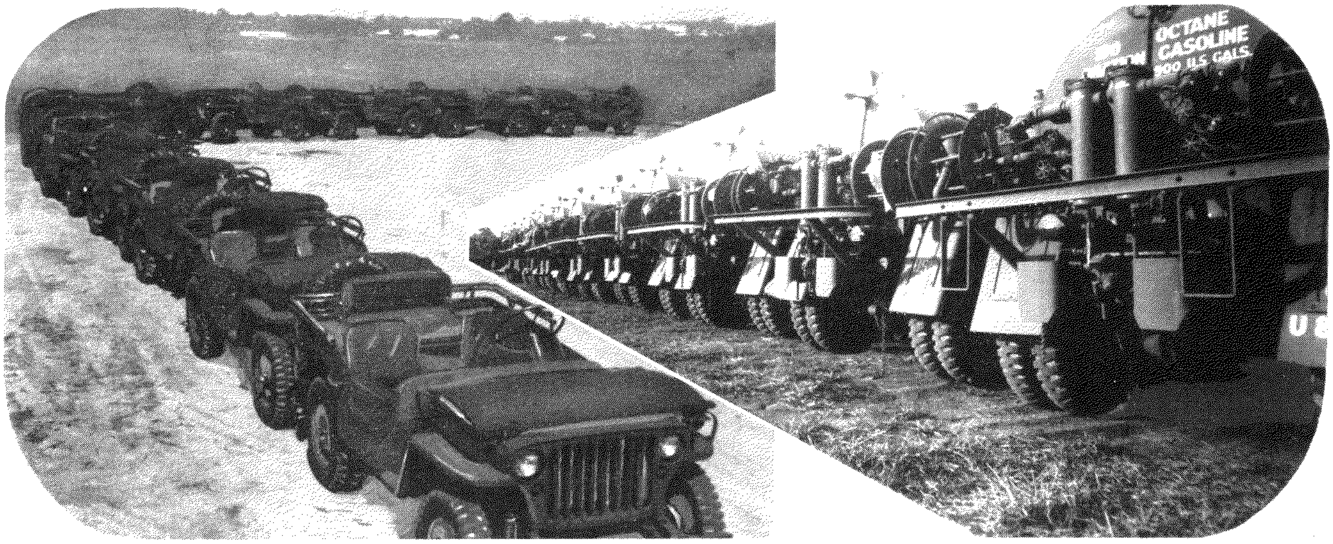
Fire Department: Major Slingerland, T/5 Kinder, Pfc. Crotty, Sgt. Indovina, T/5 Smith, Pvt. Wright, Pfc. Bonczywiski, Pvt. Powell.

Fire Department in action.

Hooking up hose to fire hydrant: Pfc. Troutman, Pfc. Bonczywiski, Sgt. Indovina, T/5 Smith.

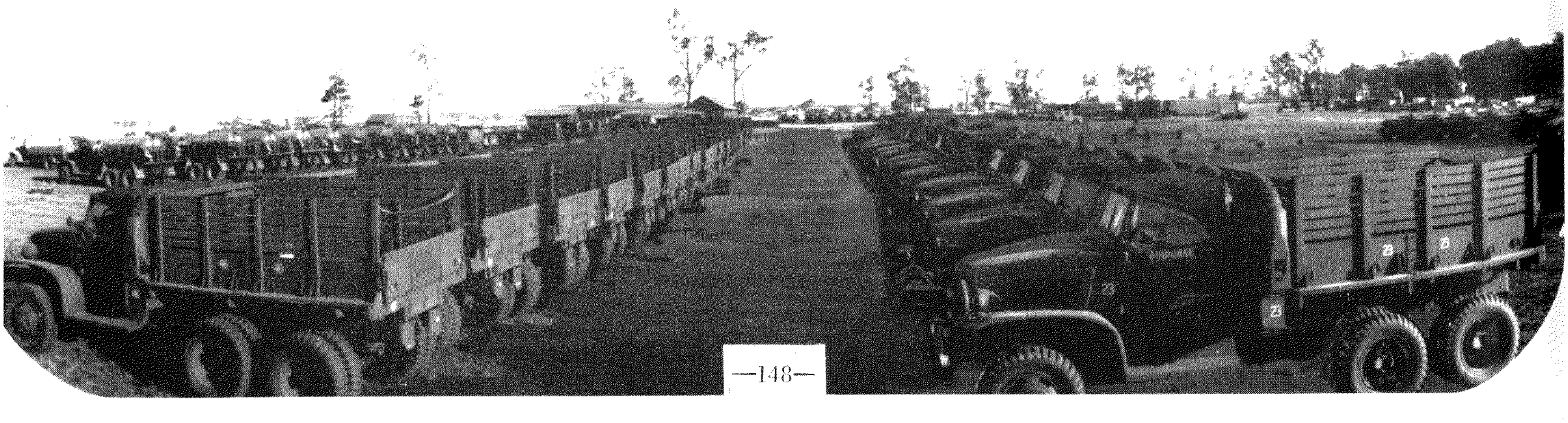
Mosquito Control Group: ON TRUCK: Cpl. Morris, Mr. Haack. ON GROUND: Sgt. Meadors, Cpl. Perry, Pvt. Putman, The Ranger.

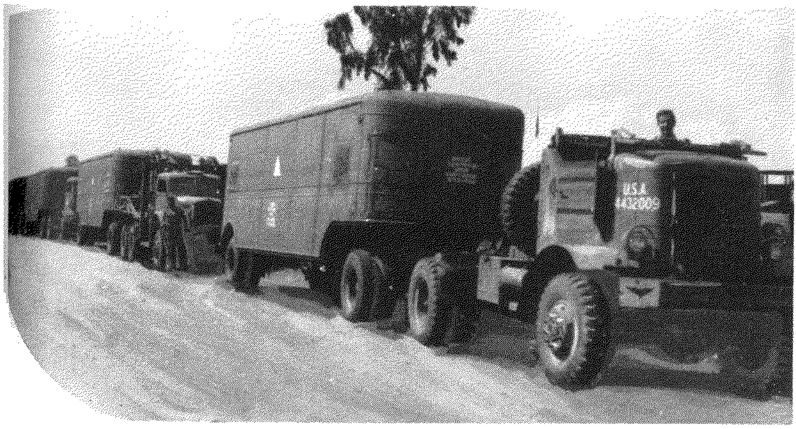
ORDNANCE *Special Vehicle* POOL

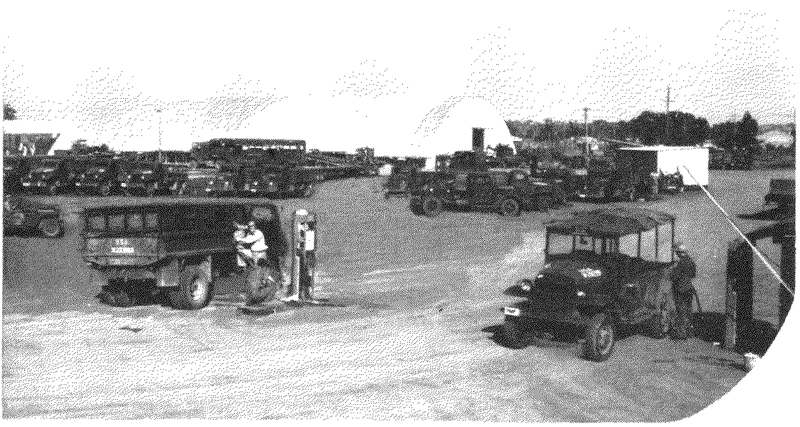


TRANSPORTATION

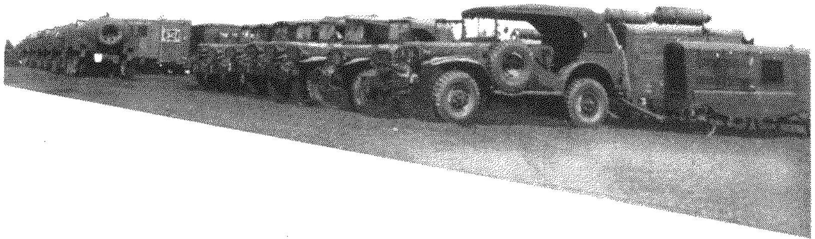
The truck, the modern "Trojan Horse," has played perhaps the greatest part in building the United States into the mightiest power on earth. In war, when movement is the foundation of all strategy, the mechanized wheel has become the symbol of speed and victory. Wheels, rubber, gasoline, engines—when combined spell incalculable riches and power for us, terror and defeat for the enemy.

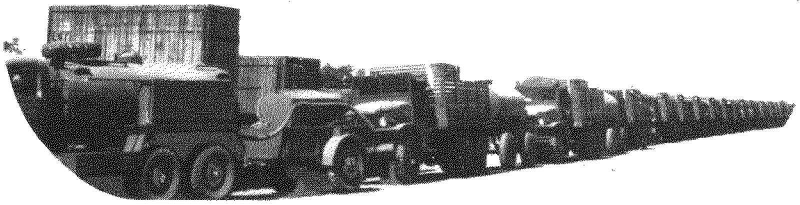






Eighty-first
AIR CORPS VEHICLE POOL

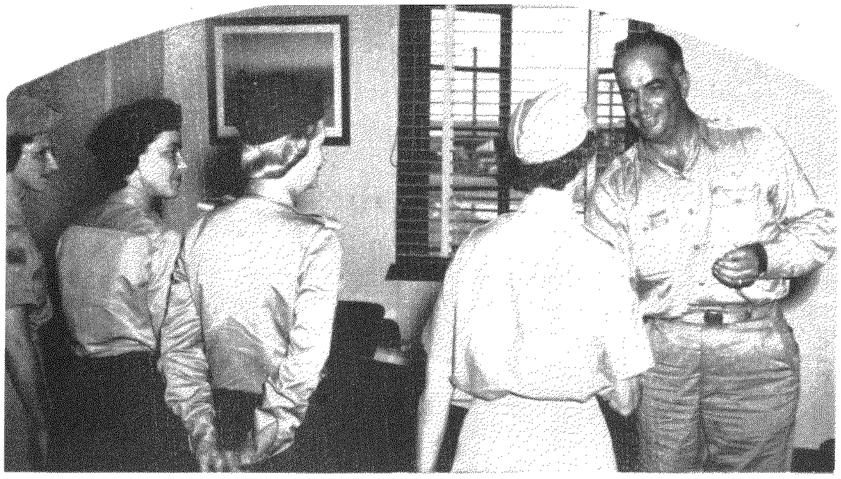




What role has the 81st played in fostering this game of trucking on to Tokyo?

We operated four huge motor pools where thousands of vehicles were stored, repaired, transshipped monthly. The consolidated pool was a model of self sufficiency, where sparkplug to 12-ton crane presented no problem to our master mechanics. Three hundred of them, distributed throughout the shops, garages, fuel servicing stations, kept the wheels turning along the roads finally to brake at some Jap entrenchment. To our boys in the forward areas went 60,000,000 lbs. of supplies monthly hauled on these selfsame vehicles to ships, planes, railroads.

The immensity of labor involved cannot be adequately credited in writing. Where words fail the camera's eye records. Let us take a trip through the pools with our drivers, who make them roll along "Nip Highway," and see for ourselves.



Col. Minty presenting Driver Medals to members of the Australian Women's National Emergency League.

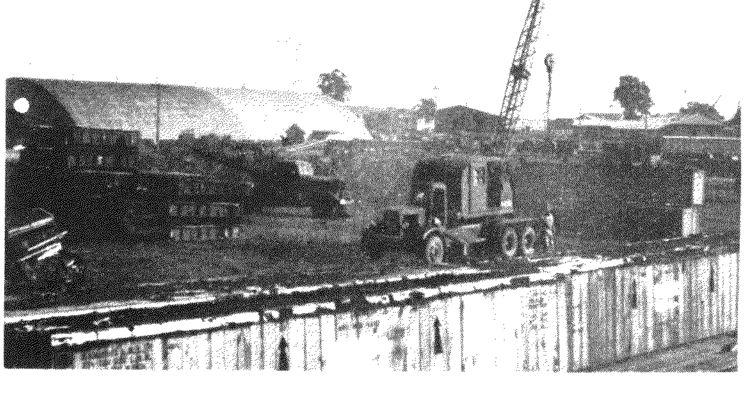
Three eighty-passenger buses took the civilian employees of Headquarters to and from work.

Motor Pool Personnel: W/O Gibart, T/Sgt. Hall, Sgt. Bast, Cpl. Salis, Pfc. Malino, Pfc. Conchak, Pvt. Angore, Pfc. Tuma Sgt. Whittaker, Pvt. Angove, Pfc. Teaford, Sgt. Boyd, T/5 Edes, Sgt. Ward, Sgt. Bacciarini, Cpl. Nettle, Sgt. Starkey.

Transportation, new and old.

W.N.E.L.'s beside staff cars in which they drove officers on official business.

Twelve ton Michigan crane lifting heavy equipment near the new Ordnance maintenance shop.



House-moving, one of the Pool's miscellaneous duties.

U.S.A.
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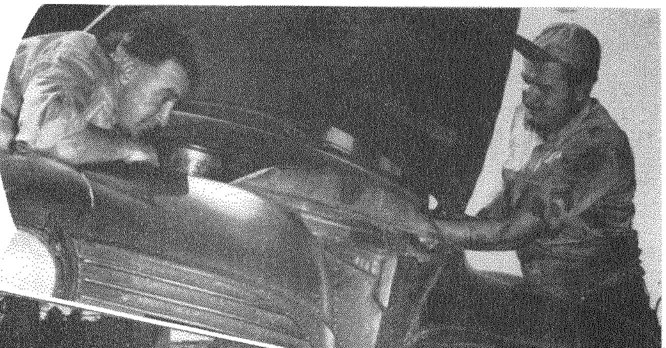
THE second anniversary of the 81st concluded a great transition in the transportation system. One after the other, transportation officers—Lt. Thomas, Lt. Grimes, Lt. Keller—worked for greater efficiency and consolidation of the four scattered pools. The Heavy Duty Pool, Valley Pool, Ascot Garage, and Ordnance Special Vehicle Pool were last in the Group's campaign to have all facilities within easy reach. Miles of distance between them were reduced at the beginning of May, 1944, when all motor pools were moved to one central location at Eagle Farm.

The Ascot Garage was turned back to its civilian owner and repair functions were transferred to the immense maintenance hangars. Here personnel of the 1799th Ordnance Company worked in unison with the Air Corps mechanics on 3rd and 4th echelon repairs. Trans-shipment of some 1,000 vehicles monthly, in addition to maintenance of 400 of the Group's trucks and staff cars, kept the men constantly at the wheel.

With the completion of unification the executive personnel—Lt. Keller, T/Sgts. Downey and Hall, Sgt. Ivy—saw a dream realized. Theirs was a pool that was the showplace of Base Section 3 and the pride of the 81st.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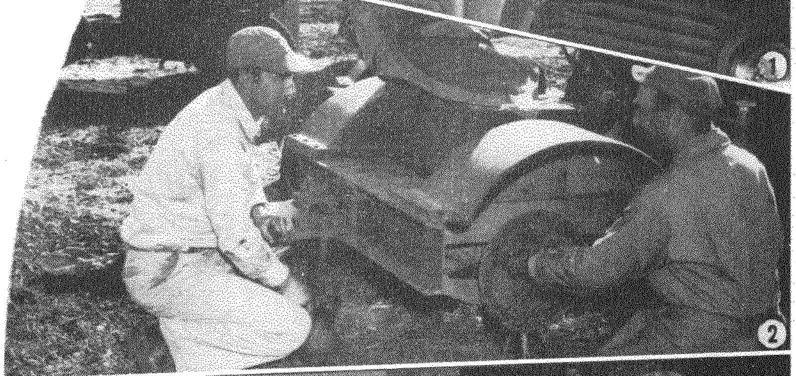
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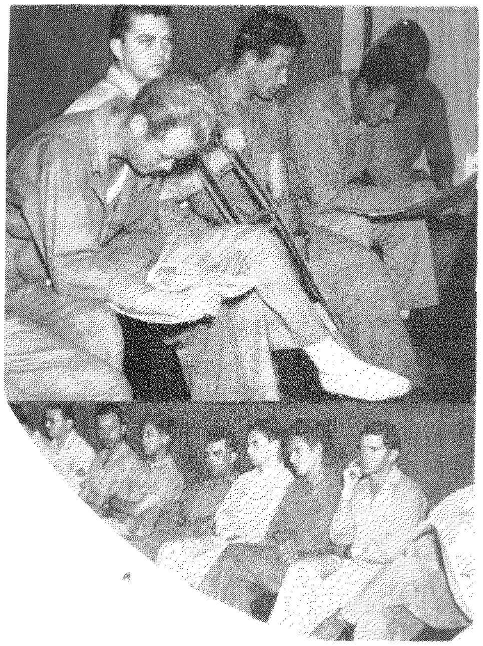
④

1. *T/5 Edes and Cpl. Doxey checking a staff car.*
2. *Cpl. Ward and Sgt. Kennedy fixing a tug.*
3. *"Innards" of a trailer cab getting the "once over" from Cpl. Salas, Cpl. Ward, Sgt. Starkey, and Cpl. Doxey.*
4. *Pfc. Smith "gasses up" Miss Arden's car while Pvt. Dean gets signature.*

OCT., '43 — HEAVY DUTY MOTOR POOL PARTY

MAJOR JAMES T. KING, Group Surgeon, 10 August, '43, to 28 March, '44.

Sick Call, 81st Dispensary.

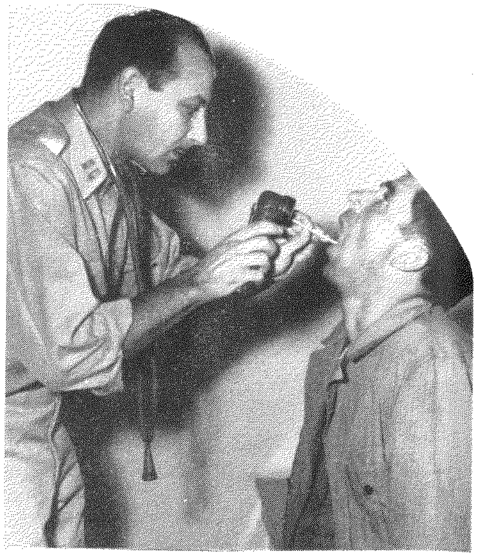


★ MEDICAL ★

The dispensary of the 81st A.D.G., giving an average of 3,000 treatments to 1,500 soldiers and 150 civilians each month, was the showplace of the Southwest Pacific medics. The five doctors, three nurses, and 44 E.M. were provided with the latest equipment for X-ray, optometry, urinalysis, and physical therapy, and had at their disposal a complete pharmacy under the supervision of a competent pharmacist.

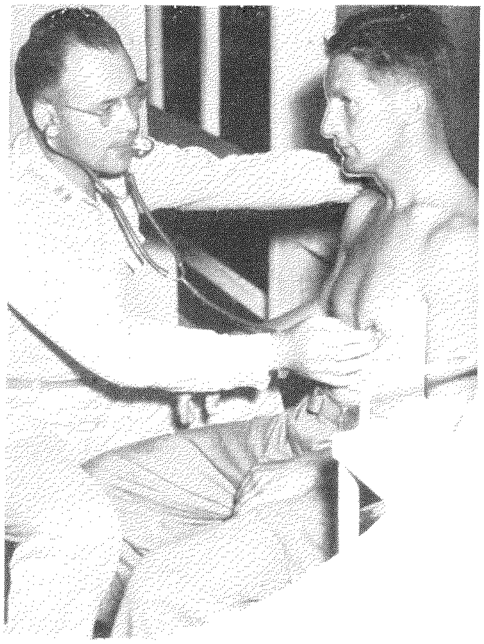
Five ambulances were maintained to transport sick patients to station and general hospitals and to keep a 24 hour vigil at the airport. Besides treatment at the daily sick-call, the dispensary gave physical examinations for drivers' licenses, flying cadet and O.C.S. candidates, and food handlers, provided inoculations against tetanus, smallpox, typhoid fever, cholera, and other diseases, and conducted the regular monthly inspection of enlisted personnel. A prophylaxis station was in operation day and night.

The 81st Dental section was staffed with two dentists and enlisted assistants, who had at their disposal the latest in dental equipment.



Capt. Seltzer looking down deep.

Capt. Rothgesser gives Cpl. Yannes the "once over."



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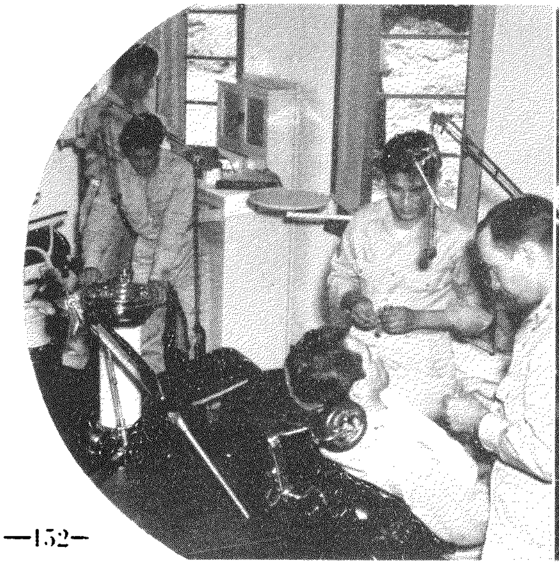
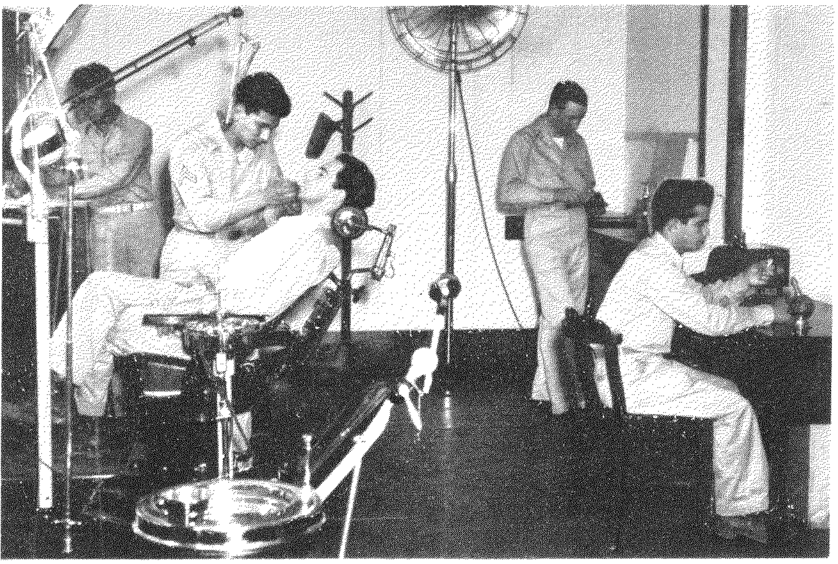
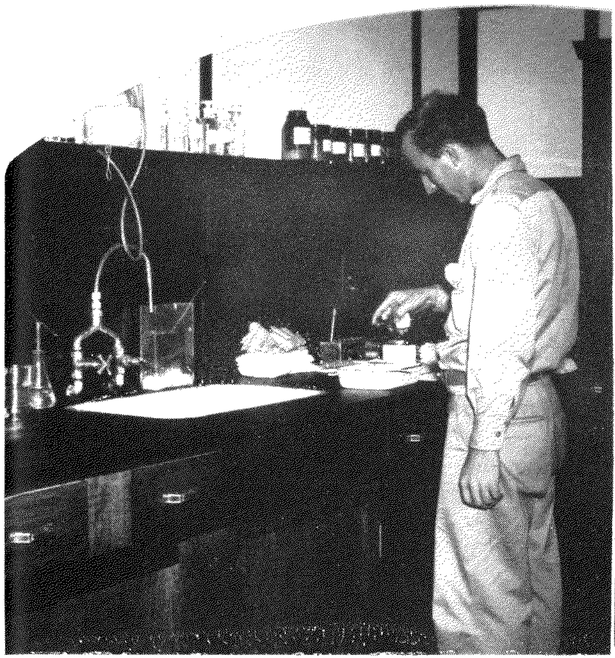




(Left): Pvt. Santiesteban, Cpl. Luna, Pvt. Charland, Capt. Tisdal, Cpl. Santarcangelo.

(Extreme left): General view of Dental Room: Pvt. Santiesteban, Cpl. Santarcangelo, Cpl. Luna, Pvt. Charland, Capt. Tisdal.



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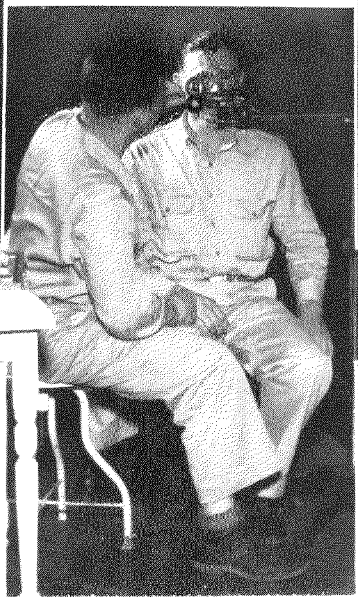
(Left): T/5 Hesch in medical laboratory.

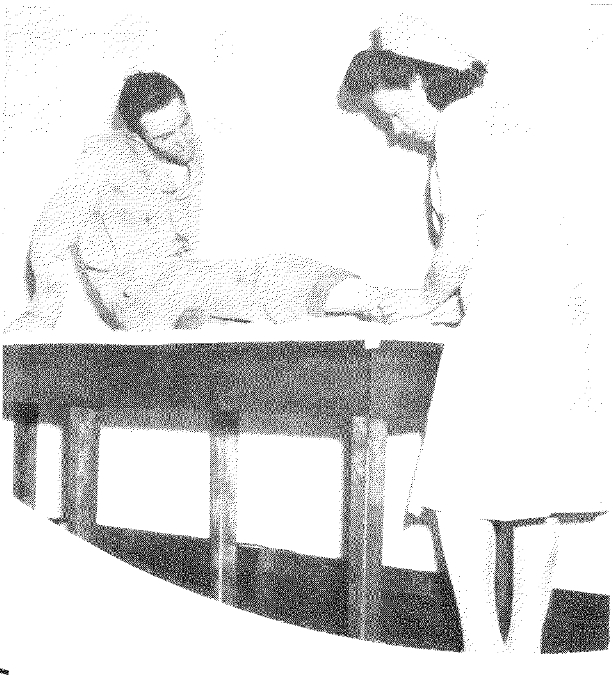
* * *

(Right): The "Sad Soak" (Capt. Mayer).

* * *

(Below): Sgt. Mann, optometrist, using the modern equipment in the 81st eye examination room.





* * *

(Left): Lt. Kravitz at work in the physiotherapy room.

* * *

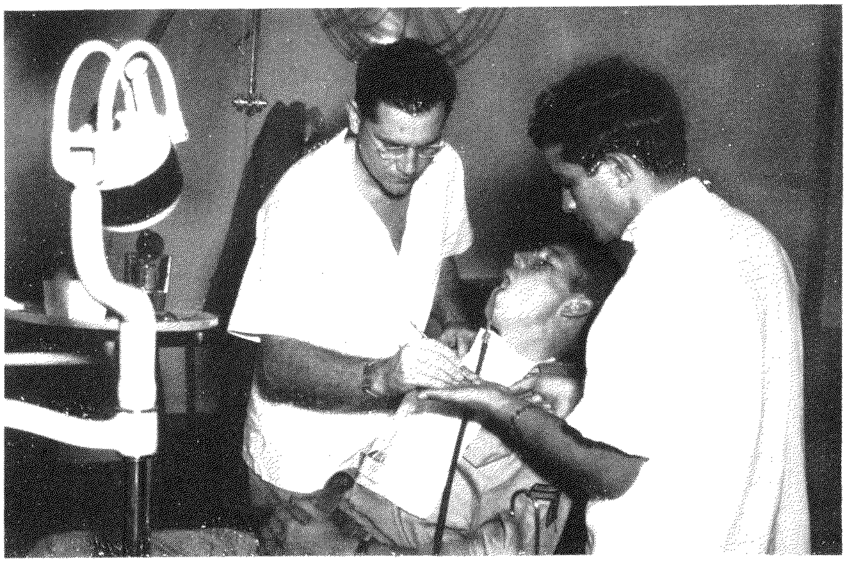
(Right): "Mote in the eye."

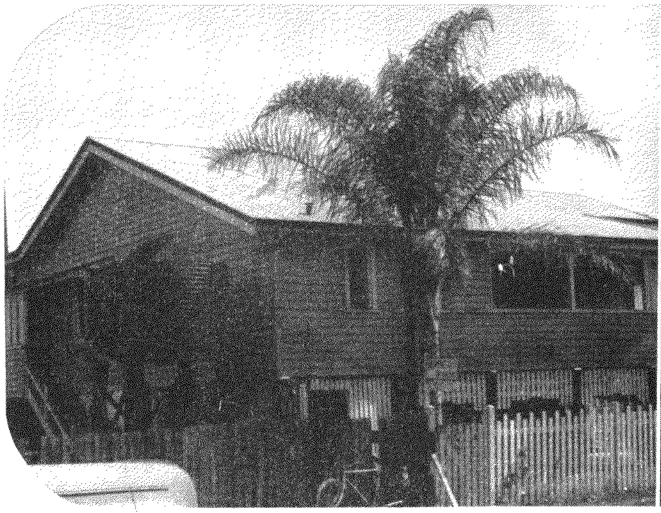
* * *

TAL

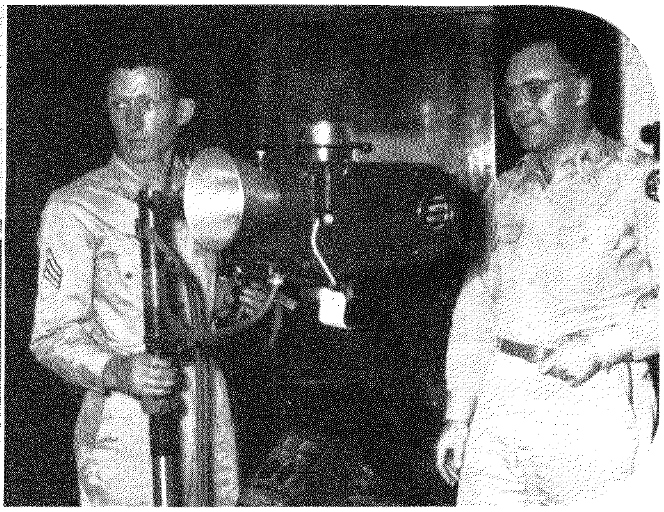
(Right): Capt. Zion is helped by Cpl. Santarcangelo in the dental room.

(Extreme right): Capt. Tisdal "drilling" Cpl. Davisson.

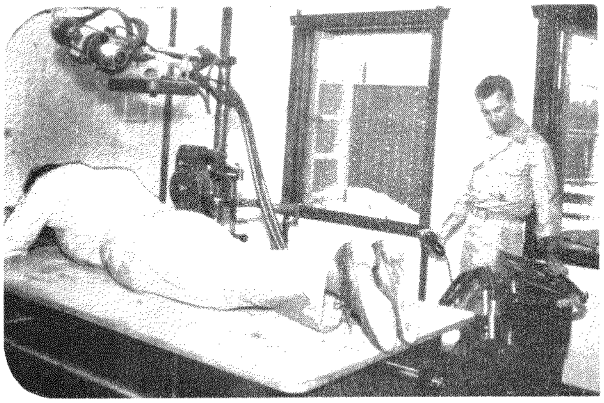




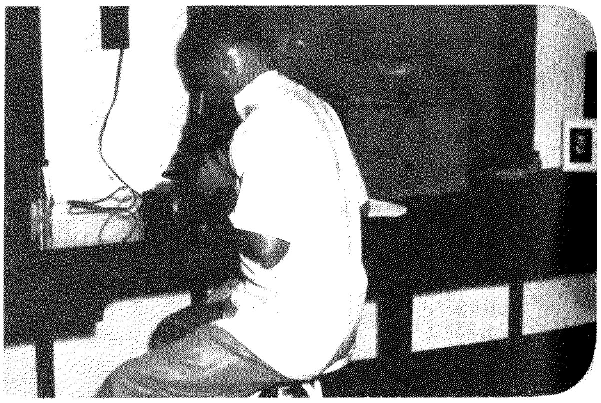
Old Dispensary at Eagle Farm.



Sgt. Herman and Capt. Rothgesser, Medical Officer in charge of X-ray Laboratory.

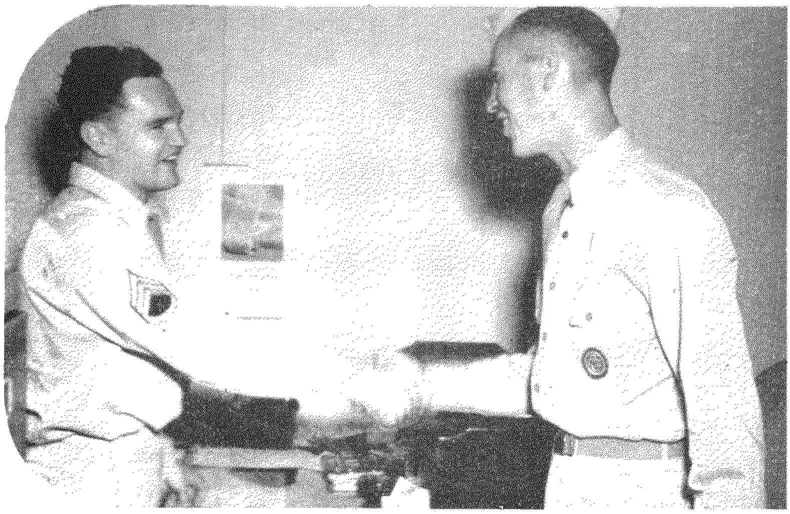


Cpl. Luxenberg, patient, and X-Ray apparatus.



Cpl. Heniser examining a slide in the laboratory.

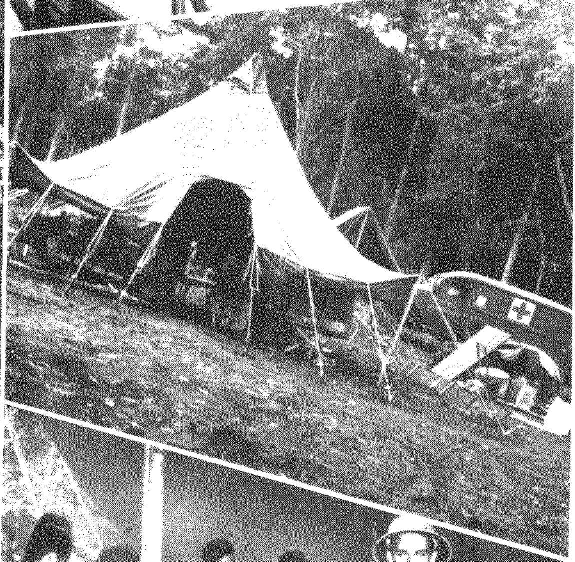
Officer Candidate (Corporal) Weiss returns for a visit to the Dispensary on one of his free Sunday afternoons. He was commissioned a 2nd Lieutenant in the Medical Administrative Corps, May, '44.



Sgt. Dionne, Pvt. Poisser, S/Sgt. Moskowitz filling prescriptions in the pharmacy.

MEDICS In New Guinea

Ambulances keep silent watch.

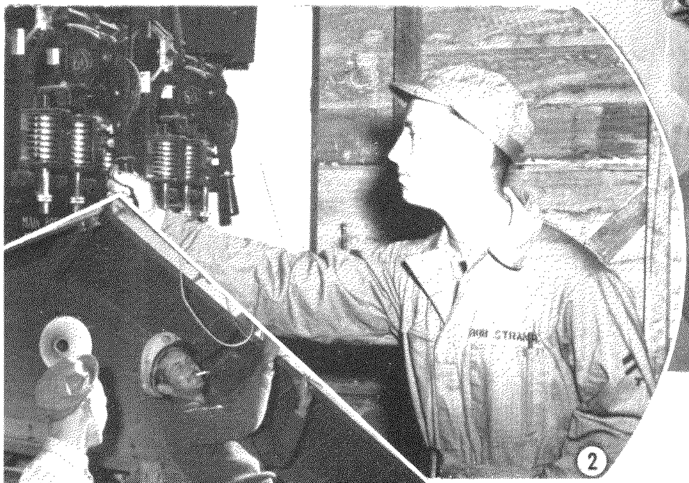


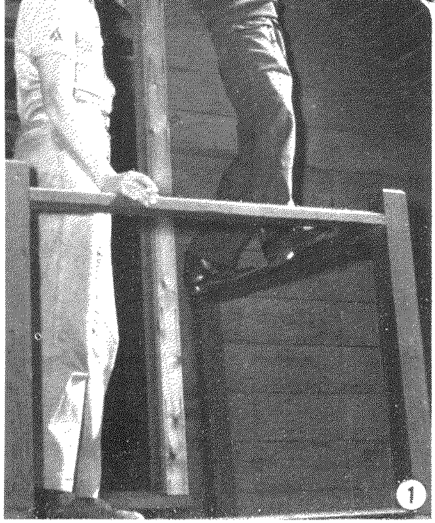
The paper medics, too, have work to do.

(Top): Lt. Fried listens to it tick.

(Center): General view of our dispensary up there.

(Bottom): Medical personnel, sick of the sick, work day and night to keep them fit.

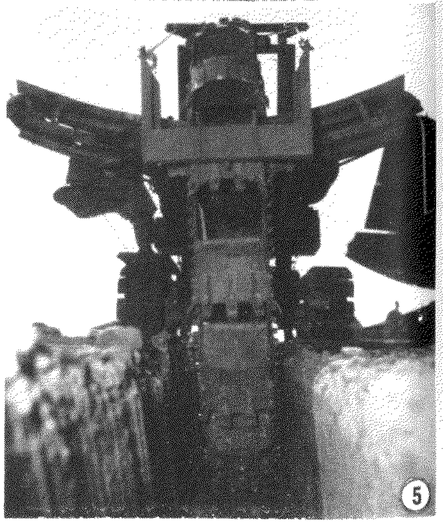




UTILITIES *and* CONSTRUCTION

★ *Eagle Farm* ★

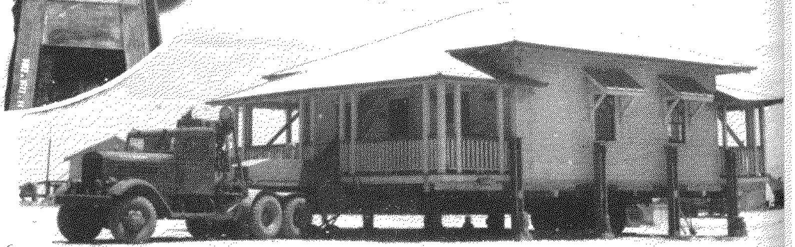
1. *T/4 Salyers watches T/4 Stokey repair a power line.*
2. *T/5 Strange at the main circuit breaker for Headquarters Building.*
3. *M/Sgt. Raef, chief electrician of the Utilities and Construction Section.*
4. *Preparing a trench for water pipes and power lines.*
5. *Head-on view of the ditch digger at work.*



(Right):* *S/Sgt. Lukes, Chief Draftsman, who with three assistants made all maps and construction plans for Eagle Farm.

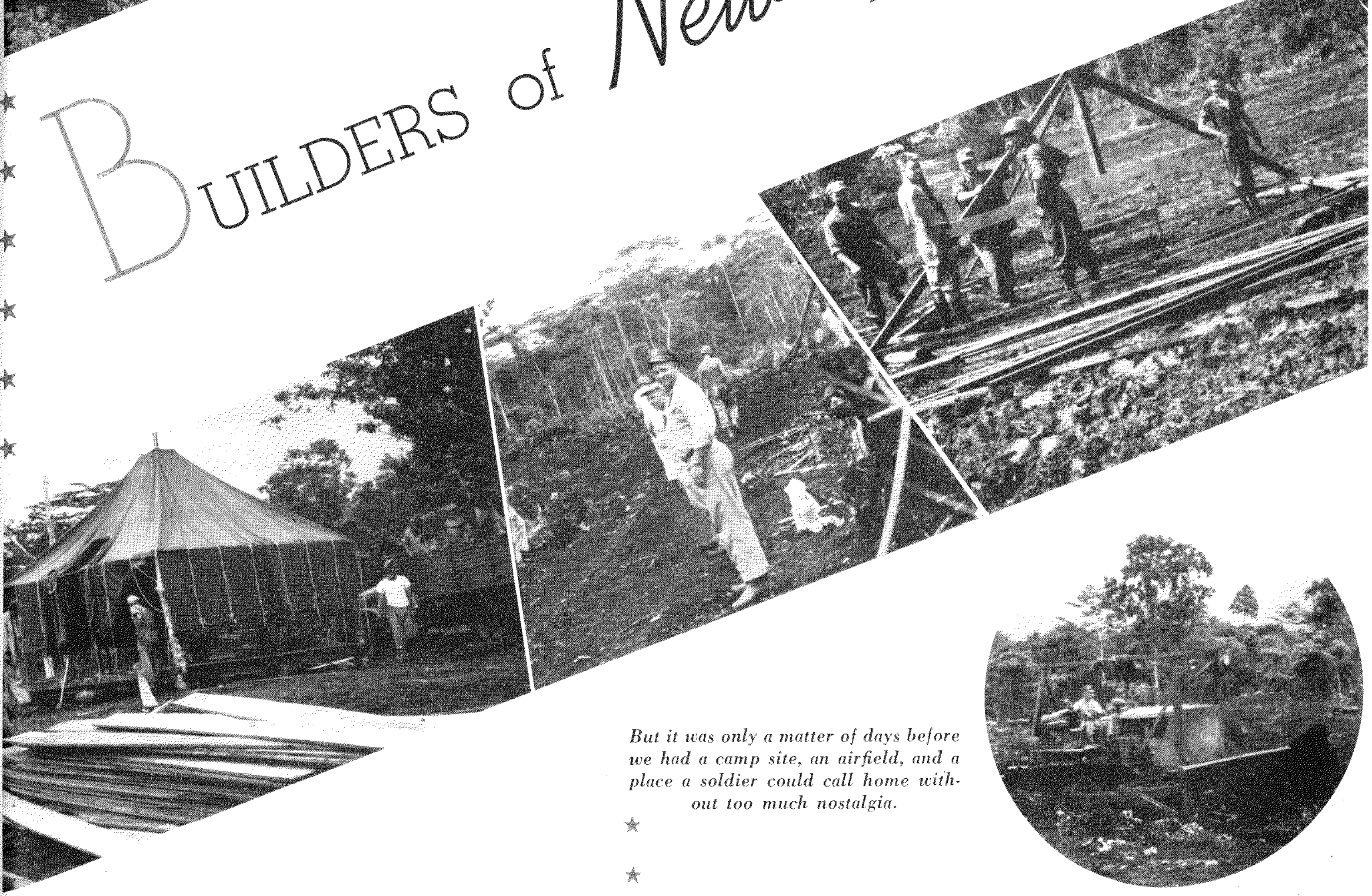
New huts being constructed at Eagle Farm.

Moving a house from the area to make way for military construction.

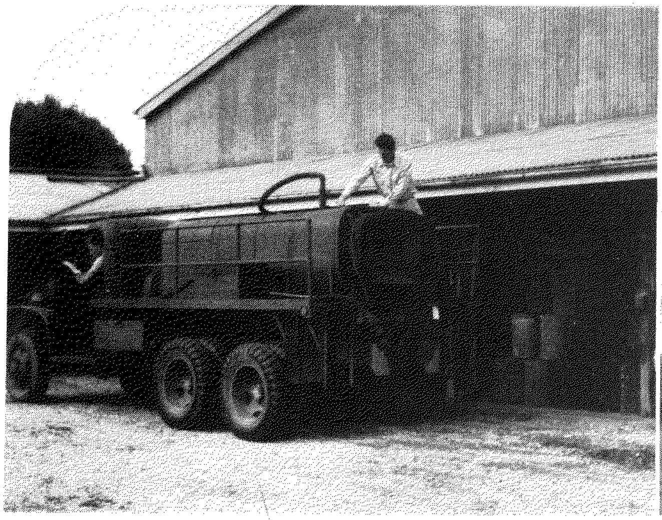


Neither rain nor mud deterred our men and vehicles. From them many a pioneer could learn about hardships encountered in building a home in dense jungle.

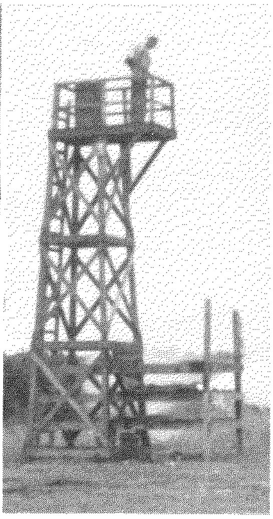
BUILDERS of *New Guinea*



But it was only a matter of days before we had a camp site, an airfield, and a place a soldier could call home without too much nostalgia.



Sgt. Weaver and Cpl. Brykala demonstrate use of the 400-gallon decontaminating truck, which serves as a portable shower in areas where water is not easily obtainable.



Incendiary bombs are dropped from an experimental tower.

Cpl. Brykala breaks a new gas mask out of its protective cellophane shell.

Chemical WARFARE SERVICE

Top:
Pfc. Smith models the latest fashions in warehouse footwear while Sgt. Weaver points out spray tanks in the Chemical Warehouse.
Right:
A smoke screen is laid for Headquarters Squadron gas mask drill.

CIVILIAN PERSONNEL

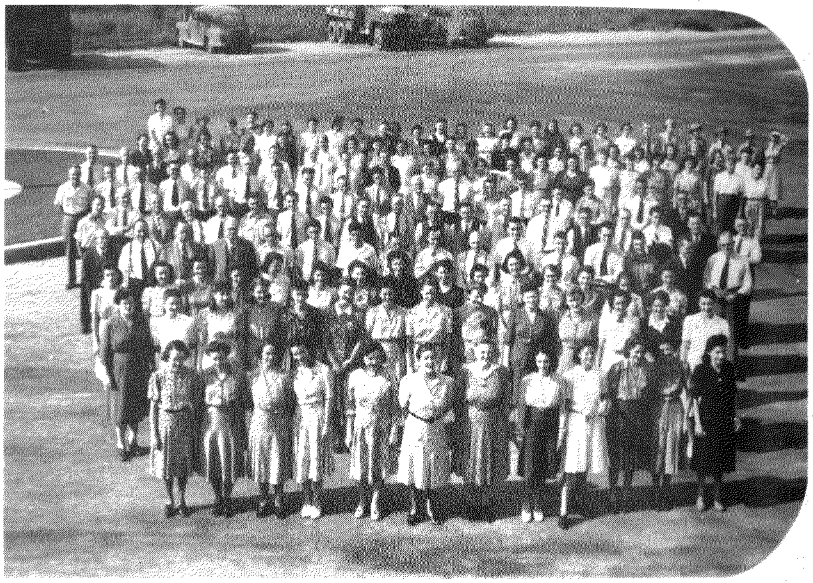
★ ★ ★ ★ ★ ★ ★

Civilians employed at Warehouse No. 12

EMPLOYMENT figures have fluctuated from just a handful of civilians when the Group began to function in May, 1942, to a peak of 1,705 in September, 1943, when they were in a majority as compared with military personnel.

Men outnumbered women five to one. With the exception of a small number of assistant storekeepers in warehouses and sewing machine operators in the parachute section, women employees were confined to office work in Group Headquarters and the warehouses. Men's work consisted of handling, storing or shipping of supplies, driving and repairing of vehicles, and constructional jobs. Limited numbers were employed as clerks, technicians, and in semi-administrative positions.

Women's National Emergency Legion (W.N.E.L.'s), an organization of civilian volunteers, had twelve drivers assigned to the Group for the staff cars, which transported executive military personnel on official business



Group Headquarters personnel.

Employees of Warehouse No. 14.

Headquarters typists and stenographers arrive for a day's work.

1353
U.S. ARMY AIR

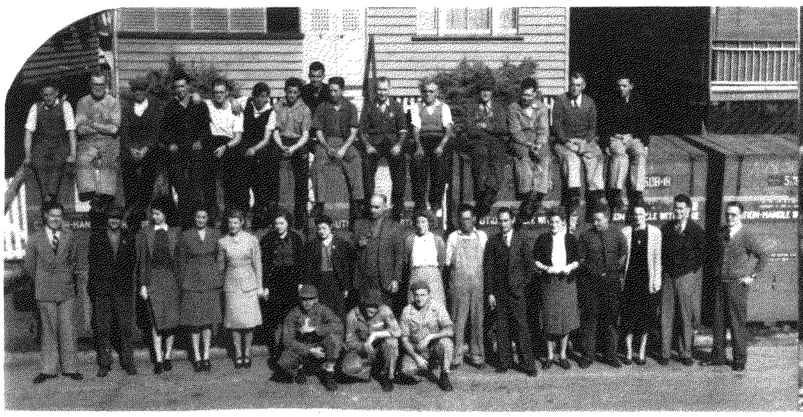
LOCAL PURCHASE SECTION:—Kneeling: Miss McNeil, Miss Waters, Cpl. Waldron, Miss Kennedy, Sgt. Newburger. Rear: Sgt. Bricker, Miss Winter, Mr. Killeen, Miss Curran, Mr. Gaffney, Capt. Brighton, Miss Bodman, Miss Robertson, Pvt. Doroshow, Miss Thomas.

tours. Out of an average weekly pay of five pounds, the W.N.E.L.'s purchased their own uniforms and were subject to tax deductions as well as other civilians.

Employees were generally more than satisfied with working conditions, particularly since the U.S. Army paid much higher rates than any firm in Australia. The "baby" of the outfit naturally thought that "Uncle Sam" was a wonderful boss. He paid her £4 a week since he thought she was worth it, and saw no reason for following the Australian practice of giving her 15 shillings a week because she was only fifteen years of age.

The average wage for six eight-hour days was £360 per annum, with a minimum £120 paid to messengers and a maximum £888 earned by the supervisors. The Australian government deducted tax averaging 15 shillings per week, extremes ranging from 14 shillings to £5 weekly.

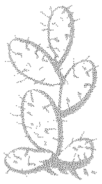
By and large, the relationship between civilian and military personnel has been most cordial, and many lasting friendships were formed during the two years of association. It was with earnest regret that alliances, both business and social, had to be broken upon departure of the Group. Nevertheless, the work of our faithful civilians will not be forgotten by the 81st.

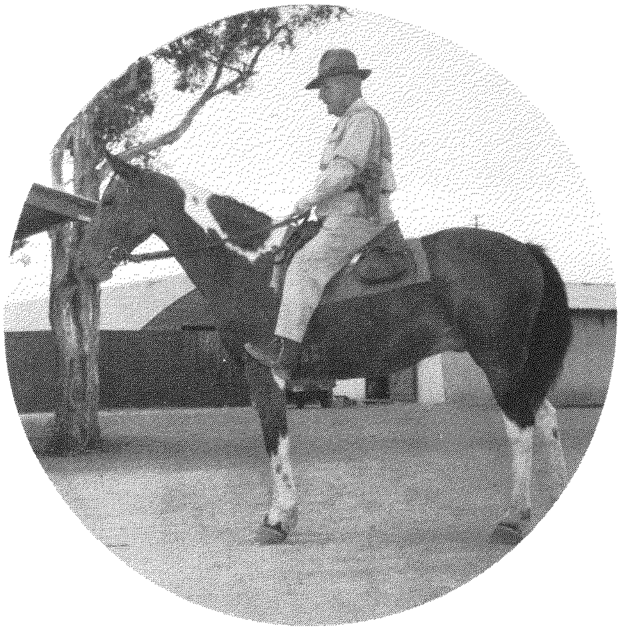


Personnel of Warehouse No. 8.

Warehouse No. 1 and No. 7 group.

THE LONE RANGER





The history of the 81st at Eagle Farm would not be complete without mention of the "Lone Ranger," Charles J. Kenyon, a kind typical bushman, with a winning smile which readily endeared him to everyone on the field.

When the 81st began the pioneering job of carving an airfield out of undeveloped land, Kenyon was the Divisional Chief Air Raid Warden for the Eagle Farm area.

At that time the Group was experiencing considerable difficulty in keeping the straying stock off the air strip. Kenyon voluntarily helped with the task, and consequently a request was put in that the roving cowboy be appointed Ranger. He was duly sworn in February, 1942.

Kenyon found it quite exciting in the early days keeping the cattle off the field. He organized general roundups among the test pilots who followed on bicycles and in jeeps, the Ranger leading the posse on his gallant horse. Later stockades were built and the Ranger impounded any stray cattle at the direction of Col. Minty and Col. Monay, who realized the seriousness of wandering stock on an important airfield.

The old cowboy is a well-known figure in the cattle country of Queensland. He was previously a drover and stock dealer of many years' standing. As working manager for the biggest cattle drive undertaken in Australia, he led 13,000 head from the Northern Territory to New South Wales. The trip took twelve months, and was one of the many successful drives which followed in later years.

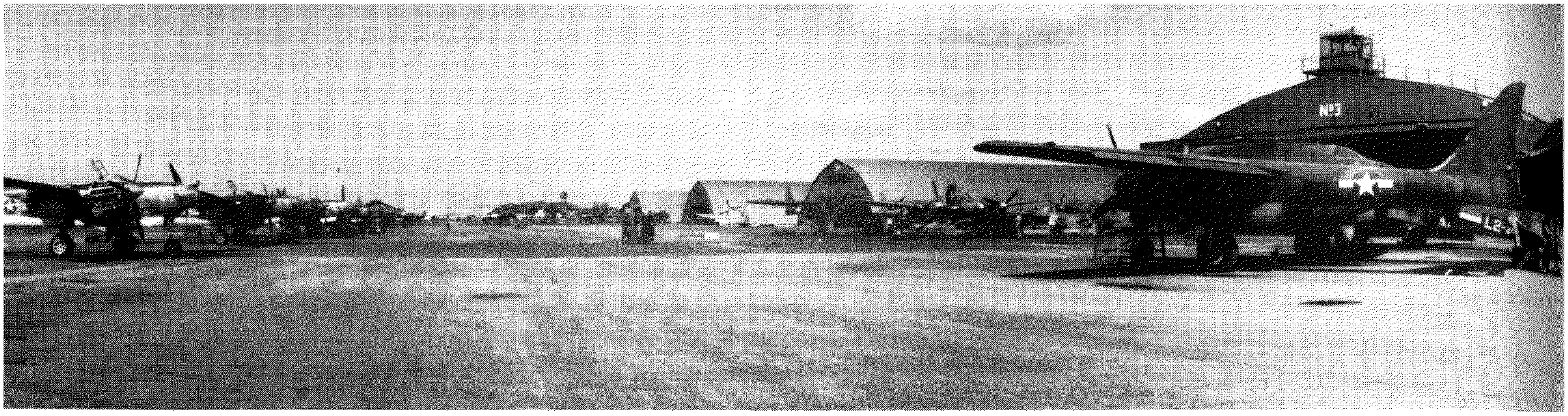
Today, at the age of 60, Charles Kenyon is as much of a fixture at Eagle Farm as the Air Corps, and in the future, when we pause to reminisce about the war, one of our most vivid memories will be the "Lone Ranger" on his beloved horse, "Teddy Roosevelt."

* * *

THE 81ST A.D.G. BABY

Robin Quantrill

Robin Quantrill, at age 14½ when hired by the Group as typist, was the youngest member of the 81st. Now at 15, besides being still titleholder as infant of the organization, she boasts a promotion to assistant stenographer. Eight months of schooling for her present job did not stop with the beginning of employment in September, 1943. She consistently pursues her studies, and has attained shorthand speed of 120 words per minute and typing of 50 words. Elocution is her favorite extra curricular activity, and in a recent competition for girls 14 to 16 at the Queensland Patriotic Eisteddfod, Robin won first prize. Her favorite sports are swimming and tennis.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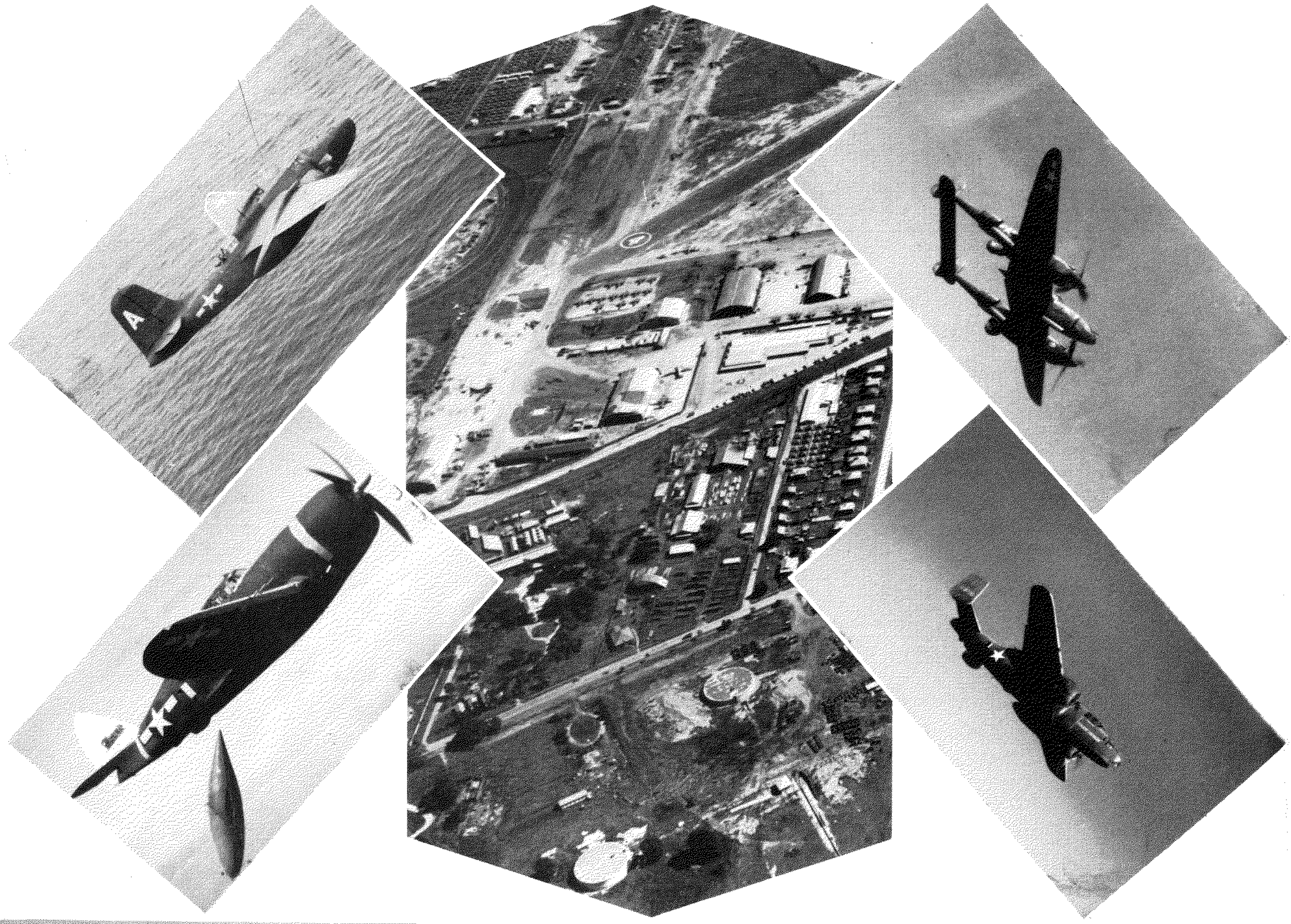
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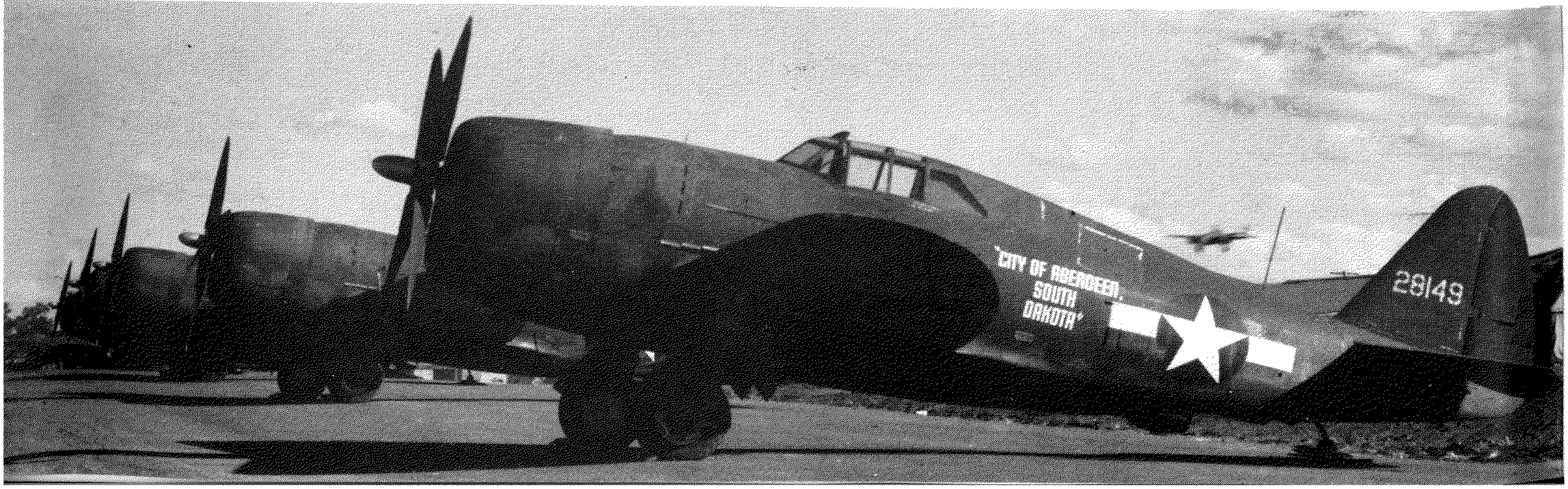
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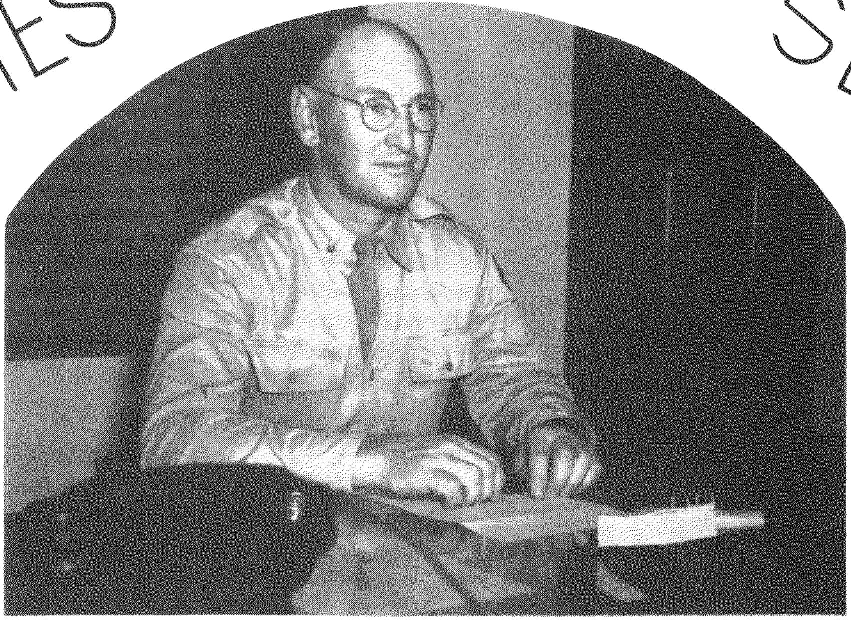
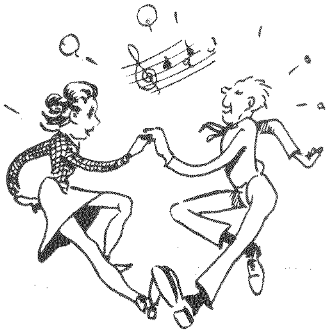
ACTIVITIES SECTION

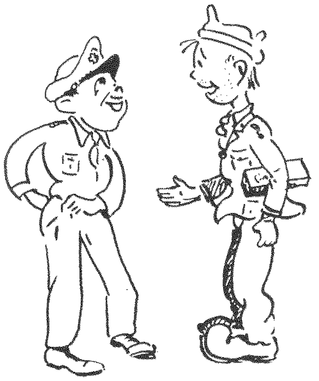


LIEUTENANT RICHARD F. ADKINS
Special Service Officer

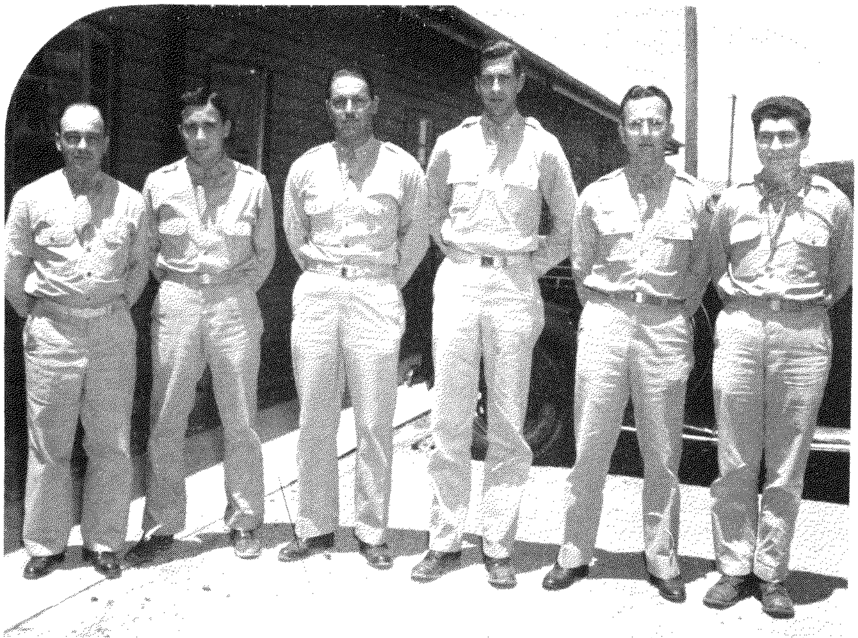


LIEUTENANT ROBERT M. CLARK
Post Exchange Officer

Mr. H. HARVEY SALOW
Field Director, American Red Cross



AMER. RED CROSS
FIELD DIRECTOR



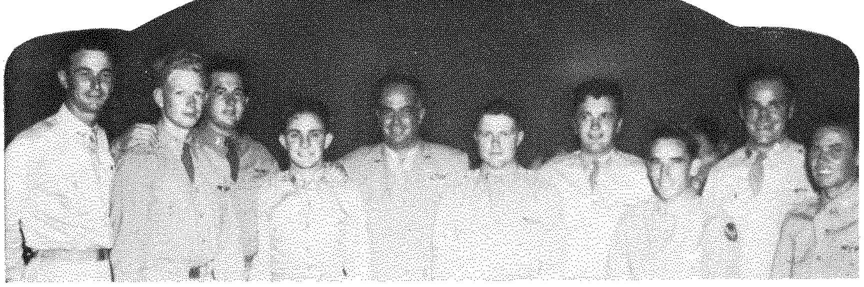
OFFICERS' CLUB

ORGANIZED 10 OCTOBER, 1943

BOARD OF DIRECTORS

(Top Left):

LT. D. K. ANDERSON, Board Member
MAJOR M. B. VON WALD, Mess Officer
LT. H. P. KELLER, Board Member
LT. D. S. HARTMAN, Board Member
CAPT. K. E. COX, President
CAPT. G. D. BRIGHTON, Secretary-Treas.



PILOTS' NIGHT OUT: Capt. Duerst, Lt. La Berge, Lt. Poe, Capt. Farrior, Col. Minty, Lt. Meding, Major Steele, Capt. Gutierrez, Capt. Sullivan, Lt. Wallace.

Farewell Party for Col. Minty

★ ★ ★ 7 FEBRUARY, 1944 ★ ★ ★

When Colonel R. J. Minty, Command Pilot, came to the 81st Air Depot Group as Commanding Officer on August 10, 1943, with several thousand flying hours to his credit, he told the local reporter that his favorite fighter plane was the P-38. Then he smiled broadly and added, "But I find it hard to squeeze into one." West Pointers of the class of '23, on hearing this comment, probably began to reminisce about their school days, for while a student at the Military Academy, Col. Minty won letters for his outstanding work in football, basketball, track, and wrestling. Though not as slim as in former days, he's still no pushover.

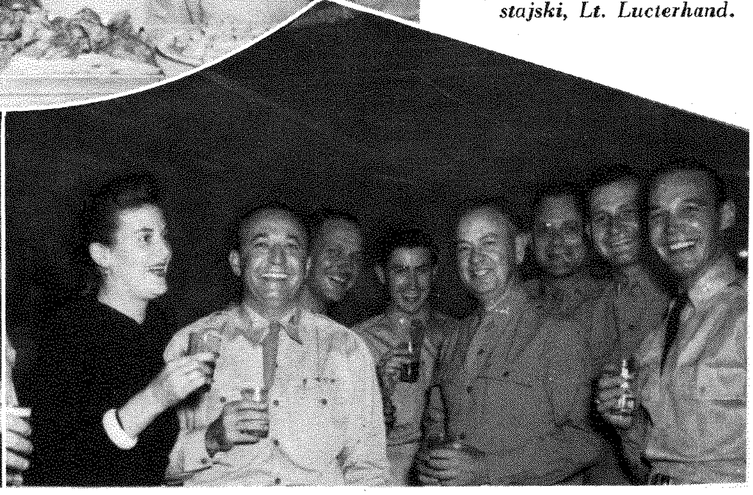
He was born in Lansing, Michigan, and attended grade school there until his folks moved to Iowa, where he completed high school, excelling in the same sports for which he was later awarded letters at West Point. His favorite subject was mathematics, which sharpened the analytical mind required in a military leader, who must grasp all the implications of any situation in the shortest possible time and make faultless decisions immediately. After graduation from West Point he was stationed for a course at Brooks Field, Texas. He learned how to fly and, as he says, "had my share of thrills and, like most pilots, cracked up a few ships." Col. Minty was for several years at Wright Field, Ohio, in the Equipment and Power Plant Branches, where he worked on the original blind landing apparatus. Before shipping overseas he was for two years in charge of the Engineering Section at Ogden Field, Utah.

As Commanding Officer of the 81st Air Depot Group he established a reputation among the men as a strict disciplinarian of the old army school who would not tolerate malingering of any sort. At the same time those who were familiar with his work regarded him with the utmost of respect as a man who did not hesitate to fight for the welfare of his troops.

After establishing the 81st as the most efficient organization of its kind in this theatre, he was appointed Commanding Officer of IV Air Service Area Command, February 6, 1944, and left to assume command after a "bang-up" farewell party tendered him by his fellow officers at the home of Col. Monay.

Right: Lt. Wallace. Major and Mrs. Steele, Capt. and Mrs. Trumbull, Lt. Poe, Lt. Grimes.

Below: Sitting: Lt. Young and fiancee, Lt. Reynolds, Capt. Attwood and friend. Standing: Lt. W. W. Anderson, Lt. Rake, Capt. Seyfried, Lt. Leigh, Capt. Moreau.

Below: Friend, Major King, Lt. Keller, Lt. Lillig, Major Bowen, Capt. Rothgesser, Lt. Gronostajski, Lt. Lucterhand.